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STONEGATE

PLANNED UNIT DEVELOPMENT

JULY 11, 2016

STONE GATE

IN PARTNERSHIP WITH:

LUMOS ENGINEERING
DESIGN WORKSHOP
TRAFFIC WORKS
DALE COX ARCHITECTS

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Project Request

The proposed application is a request for a Zoning Map Amendment from UT-40 to Planned Unit Development (PUD). This application includes the StoneGate PUD Handbook, which outlines the land use plan and design standards. The master planned community will provide for $\pm 4,135$ dwelling units. StoneGate is uniquely positioned to meet the job/housing balance with homes connecting a modern living environment to nature.

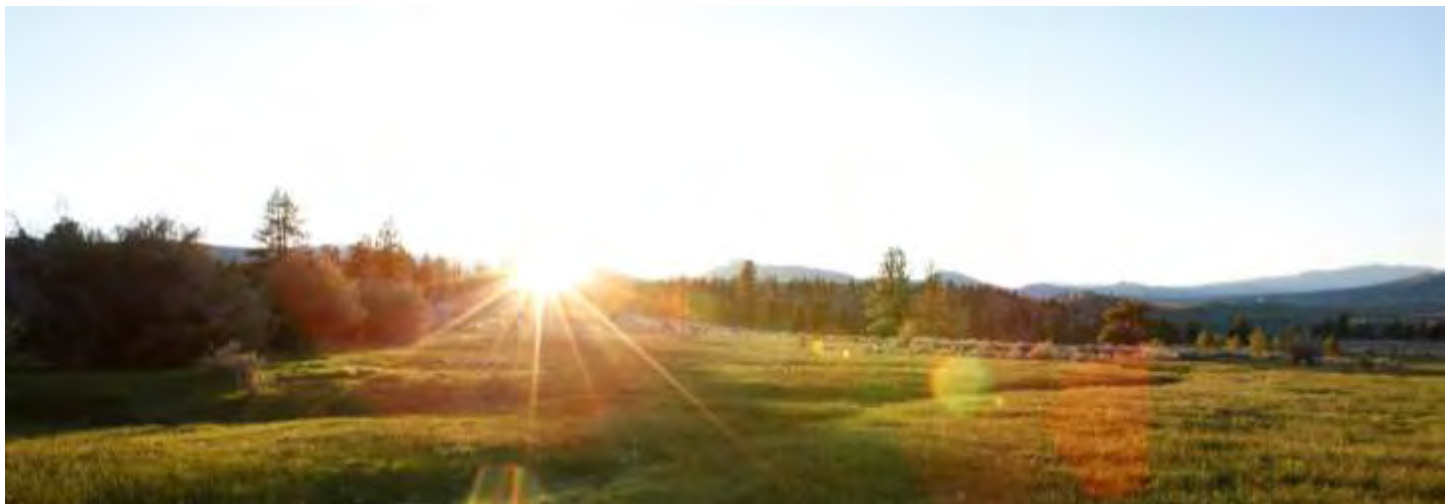
The $\pm 1,378$ -acre site (APN's 081-010-18, 081-010-13, 081-110-32 and 081-110-33) is located approximately 13 miles north of the U.S. 395/Interstate-80 interchange. The site is bordered by U.S. 395 to the north and Sto Lat Lane to the west. The property was annexed into the City of Reno in 2006.

The property is surrounded by mostly vacant land to the north, south, east and west. U.S. 395 and the Cold Springs residential community border the land to the north. Forest Service lands abut the property on a portion of the east and south sides. A small community of Unincorporated Washoe County single-family parcels is located along the northwestern corner.

Adjacent parcels to the east and south have a zoning designation of UT-40 and Unincorporated Washoe County Open Space. A small portion of land to the east is also zoned Community Commercial (CC). At the time of this application submittal, the Train Town property to the west, was going through a zoning map amendment from UT-40 to SF-15. Property to the north is zoned Industrial Commercial (IC) and Arterial Commercial (AC).

This application package includes the following requests:

- A Zoning Map Amendment from UT-40 to Planned Unit Development to allow for 4,135 residential units on a $\pm 1,378$ -acre site.



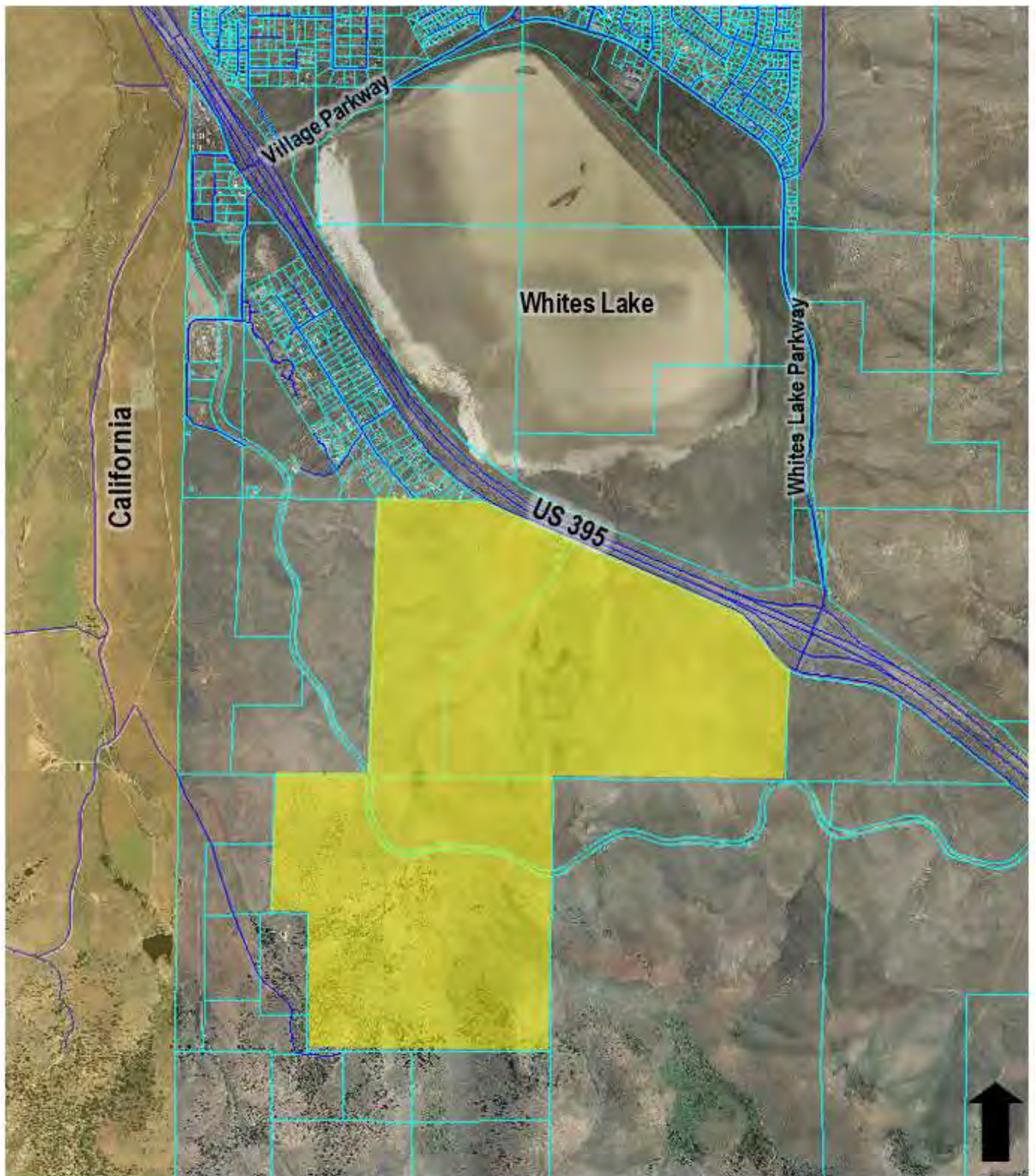


Figure 1 - Vicinity Map

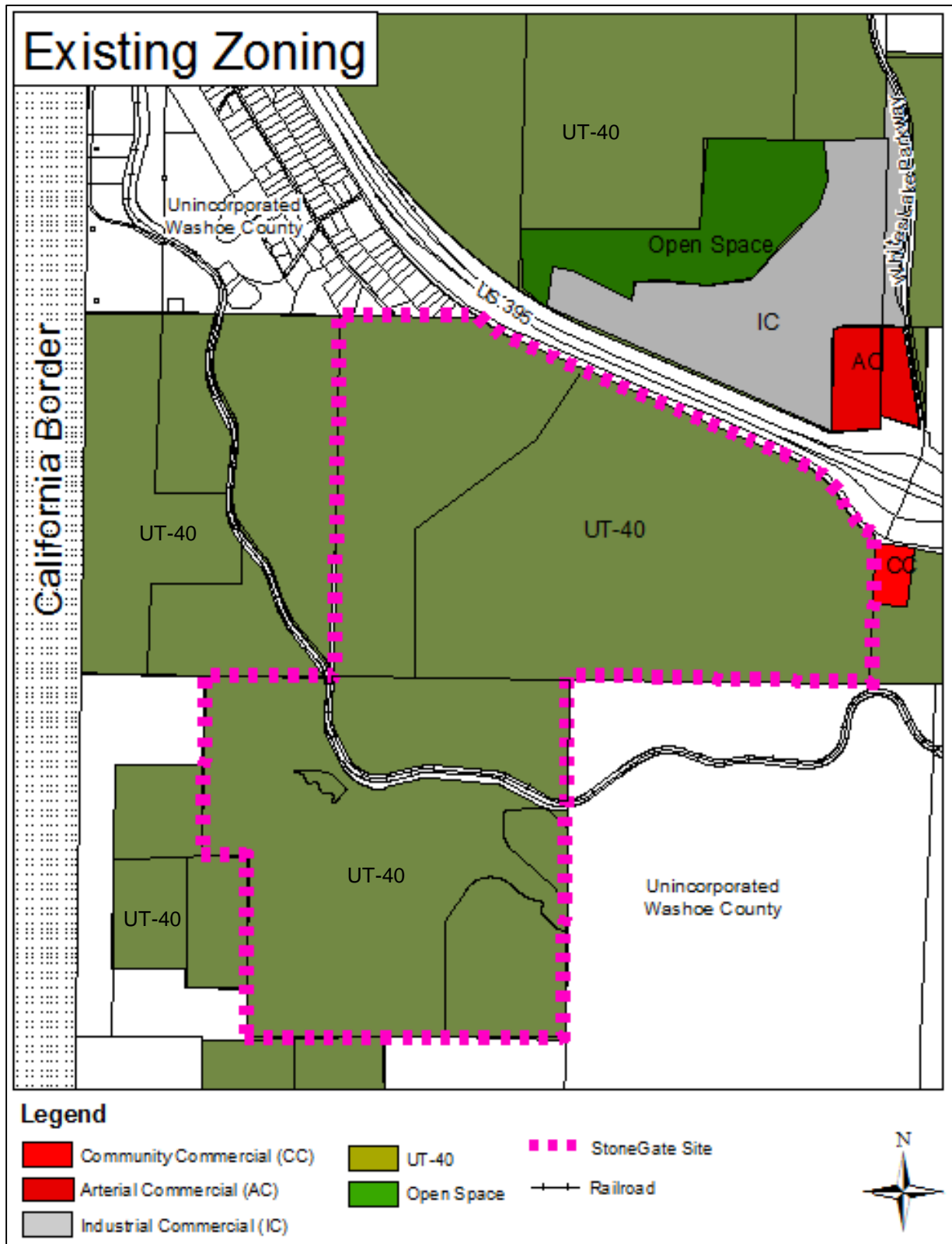


Figure 2 – Existing Zoning

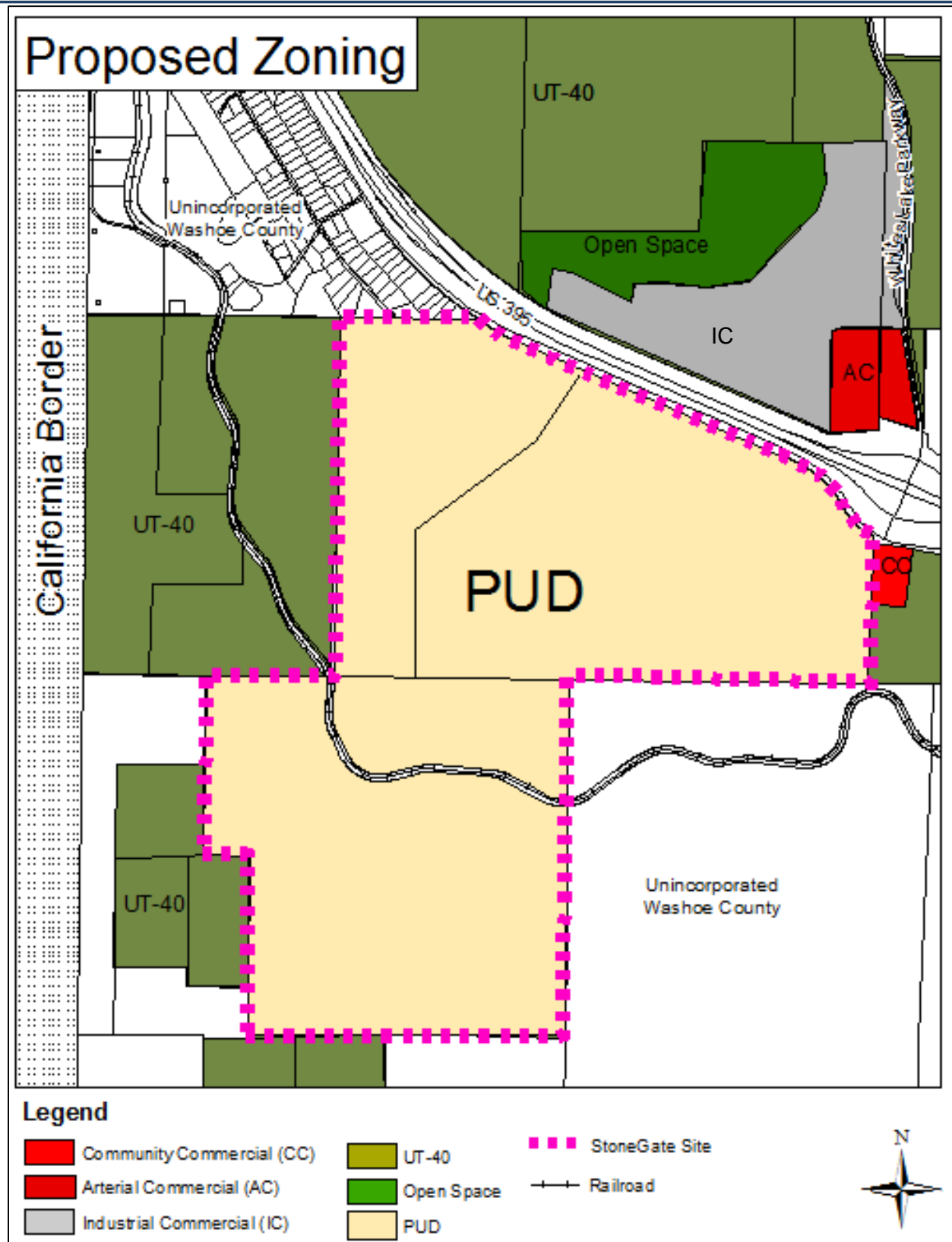


Figure 3 – Proposed Zoning

Project Description

StoneGate is a 10-year, multi-phased master planned community nestled in the pine trees and meadows of northwest Peavine Mountain on the historic Heinz Ranch. This intelligent environmental community unites natural mountain beauty with a market-leading innovative design on ±1,378 acres. Homes of varying sizes will be seamlessly knitted into the mountain and valley contours while integrating walkable pathways and the rustic, ranching traditions of Heinz Ranch.

This community will be the first development in northern Nevada to maximize re-**use of the high desert's** limited natural resource of water while preserving the pristine beauty of Laughton Valley. StoneGate is pioneering sustainable solutions by implementing innovative water-use applications.

StoneGate's promise is to meet the demands created by the state of Nevada's successful economic diversification policies with an unmatched 21st century intelligent environmental living commitment to co-exist with **the mountainside's abundant natural resources. Maintaining an economically diverse housing** community is critical to the health of our City. The addition of new homes in a growing area such as northern Nevada is a necessity and automatic outcome of an expanding job base and population shift.

The StoneGate land use plan has been designed **in response to the North Valley's growth and economic** changes experienced in the past few years. Prior to the recession, vacant land along Lemmon Drive, Stead Blvd. and North Virginia Street was zoned for single-family and mixed-use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. With the **decrease in the North Valley's residential** land and the greater regions increasing need for housing, the proposed amendment will provide a key location for future residential density. The property is situated in an area that is already planned for future growth and will allow for a thought out comprehensive land use plan that accommodates future utility and infrastructure demands.

StoneGate incorporates a *smart growth* approach to housing that utilizes compact development, low impact development (LID) design, complete streets, connections to open space and walkable neighborhoods. This design will be instrumental in creating a community that fosters protection of the environment and creation of more affordable neighborhoods.



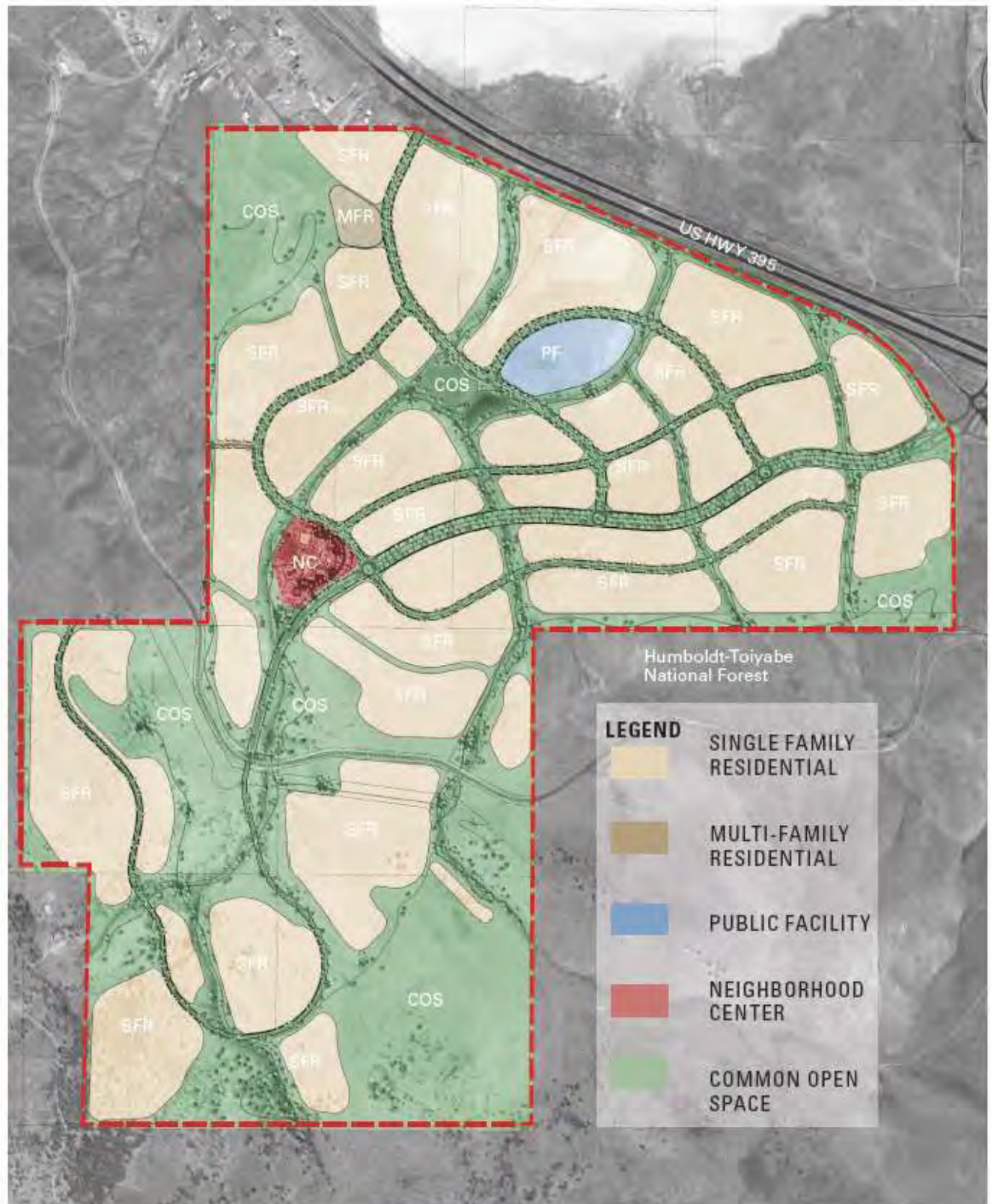


Figure 4 – Land Use Plan

Land Use

The StoneGate PUD consists primarily of detached single-family residential, attached single-family residential and a multi-family residential site. The PUD also provides for a neighborhood center and public facility uses. Common areas, open spaces and trails will be interspersed throughout the PUD to tie back to **the site's natural features and to develop a unique sense of community.**

The StoneGate land use plan is organized into five planning areas. Each planning area promotes **walkability and embraces the site's location and geography.** **Neighborhoods become places with individual identity** through the use of gateways, architectural styles and lot layouts. The planning areas represent a potential sequential development pattern based on roads, infrastructure and drainage channels. Dwelling units may be transferred between planning areas, but the total number of units within StoneGate cannot exceed 4,135 units without an amendment to the PUD.

Phase	Planning Area	PUD Zoning Category	Acreage	Dwelling Units	Dwelling Units Per Acre
Phase 1	Planning Area 1	SFR4	200	880	4.4
Phase 2	Planning Area 2	SFR4/PF	240	1,110	4.6
Phase 3	Planning Area 3	SFR4/NC	175	690	3.9
Phase 4	Planning Area 4	SFR15	240	600	2.5
Phase 5	Planning Area 5	SFR4/MF30	109 (SFR) 11 (MF30)	535 320 (MF)	4.9 29
Common Open Space			403		
TOTAL ALL PHASES			1,378 acres	4,135 Units	3.0 du/acre

The primary housing product in StoneGate will be single-family. Specific housing types will be up to individual home builders but may include a mix of housing products and lot sizes.

- Clustered homes
- Carriage homes
- Efficiency homes
- Traditional homes
- Active adult
- Split level
- Townhomes
- Duplexes
- Townhouse clusters

Multi-family units offer larger buildings with multiple units and shared amenities. Multi-family units will be located along arterial roadways. Product types include:

- Stacked flats
- Courtyard apartments

- Townhouse clusters

The Public Facility pad, shown in planning area 2 is intended to be developed with schools or public facilities, as needed in the area. Permitted uses include civil or safety uses, public/private/charter school, church, fire station, police substation or REMSA substation.

The Neighborhood Center will provide a community center with local residential amenities, such as a pool and amphitheater. Permitted uses allows for a mix of commercial, retail and office space intended to serve local residents. The neighborhood commercial center will be a place for people to gather for community events, small outdoor concerts, and higher programmed recreation activities, such as volleyball and bocce ball. The center will also connect to the primary community trail system.



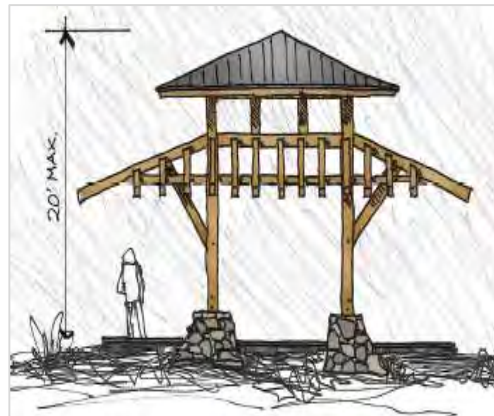
Open Space and Trail Network

One of the key elements and prominent features of the StoneGate development is the abundance of common open space, parks and trails. Over 29 percent or 403 acres of the property will be common open space. Every home will be within walking distance from a pathway. Internal trails within the neighborhoods will connect to destinations, such as the neighborhood center, community parks, trailheads, overlooks and **both active and passive park spaces. Trail corridors range in width between 70'-200' and provide channels** for water conveyance. Vegetation along the drainageways will also encourage wildlife habitat and preserve

the natural aesthetics that is in place today. Trailheads will be provided to connect the trail system to adjacent US National Forest Service land. The master developer will coordinate with local groups like The Biggest Little Trail Stewardship to design, construct and maintain trails around Peavine Mountain and the Humboldt-Toiyabe National Forest. The planned trail system is comprised of primary community trails and secondary neighborhood trails. A hierarchy of trail types and locations is identified in the PUD Handbook.

Trail Type	Typical Corridor Width	Primary Trail Width	Secondary Trail Width	Location
Community Trail	150'-200'	Min. 12' Asphalt Trail (Maintenance)	6' Soft Surface	Primary drainage channels from Chase Canyon and Lost Cabin to Neighborhood Center and Community Park
Neighborhood Trail	70-100'	Min. 8' Asphalt Trail (Maintenance)	4-6' Soft Surface	Secondary drainage channels between neighborhoods connecting to the community trails
Pedestrian Connection	Min 20' Max 40'	Min. 12' Asphalt Trail (Maintenance)	NA	Between lots connecting local streets to trails
Trailhead	NA	Min. 12' Asphalt ADA Trail	4-6' Soft Surface	Lost Cabin, Low Meadow and Chase Canyon
Active Nodes	NA	Min. 6' Asphalt ADA	NA	Multiple locations along Community and Neighborhood Trail Corridors. Should have ADA connection from nearest Pedestrian Connection.

The StoneGate community offers expansive views of the scenic Peavine Mountains and surrounding landscape. Lookout towers have been incorporated into the project to capitalize on and provide better access to the views and public open space areas. The lookout towers incorporate stone, wood and metal materials and elements found throughout the site including the signage, buildings and gates. Multiple variations of the types of towers (shaded platforms, stargazing platforms, lookout tower, etc.) and their locations have been incorporated into the Handbook.



Infrastructure and Services

Storm Drainage

Historic storm flows pass through StoneGate in a northerly direction via drainage reaches from Peavine Mountains. Drainage structures under the frontage road and under U.S. 395 convey flows to White Lake. Based upon FEMA FIRM panels, major storm events cause flows to collect and flood at the existing structures of both the frontage road and U.S. 395, eventually overtopping U.S. 395 at multiple locations and terminating at White Lake.

Development of StoneGate will result in a peak flow increase due to the change in surface characteristics. The design and hydrologic analysis of the proposed community have been conducted in compliance with the drainage guidelines for the City of Reno. The channel designs for low flow events allows for a majority of the channel corridor to be used as functional recreational activities. Flow velocities will be maintained with natural, rockery drop structures together with small ponds acting as velocity dissipaters. StoneGate shall implement adequate drainage structures to convey increased flows due to development, under the interstate, without increasing the elevation of the flow overtopping the freeway in the existing condition. To accommodate the additional drainage volume caused by the StoneGate development, additional storage within White Lake is planned on property owned by the StoneGate development. The basin shall provide adequate storage to return flows to their historic state and mitigate water surface elevation changes to White Lake. Prior to construction, the required Federal Emergency Management Agency (FEMA) Condition of Map Revision (CLOMR) will be prepared and approved to depict the new floodplains contained within channel and ponds. Additionally, FEMA Letter of Map Revisions (LOMRs) will be prepared and approved as each phase of the project is completed.

Major Drainageways

The project site contains five existing major drainage channels, which convey stormwater flows from the south to the north and one existing drainage channel conveys stormwater flows from east to west. These flows continue underneath U.S. 395 via existing culverts or over the freeway and terminate in the White Lake basin. Two major drainage ways are natural and multiple disturbed major drainage ways are a result of the previous ranch use and field irrigation.

A network of meandering, stepped-channel drainageways will be integrated in the StoneGate common open space corridors and will convey off-site and developed flows through the community. The design will promote recreational use during low flow events and will be adequately sized to contain major storm flows within the corridor limits. Drainage improvements will include corridors, drop structures, velocity dissipaters, culverts, diversion elements and detention basins.

Water Services

The StoneGate project is adjacent, but outside the service area of two water service providers: Truckee Meadows Water Authority (TMWA) and Utilities Inc. of Nevada (UIN). StoneGate will be annexed into one of those two service areas prior to the start of on-site improvements. Water supply for the StoneGate development will be provided by the Truckee Meadows Water Authority (TMWA). Water will be supplied

from Fish Springs Valley, operated by Vidler Water Company. A new transmission main will connect to a TMWA 24-inch water main at the intersection of Lemmon Dr. and North Virginia Street, south of U.S. 395. The new off-site water transmission main will be approximately 6 miles in length and will travel northwest along the south side of U.S. 395 within the existing right-of-way to the entrance of StoneGate. On-site distribution mains will feed storage tanks located at strategic points throughout the project site. Water service to future customers will then be delivered via a system of water mains, smaller booster stations, and pressure reducing valves.

Reclaimed Water

Reclaimed water will be provided by the Washoe County Department of Water Resources from treated effluent at the Cold Springs Water Reclamation Facility (CSWRF). The reclaimed water line from CSWRF to StoneGate will follow the same general 4-mile corridor of the off-site sanitary sewer force main that conveys waste water from the project to CSWRF. Reclaimed water will be used for irrigation of landscaping within common areas and streets and, potentially, for recharge within the basin.

Sanitary Sewer

The City of Reno and Washoe County will be entering into an agreement whereby the StoneGate sewer system will be owned and maintained by the Washoe County Department of Water Resources even though the development is within the City of Reno. Waste water generated from the project will be collected by a gravity sewer network, and conveyed to a single on-site lift station, located near the general low point of the site, adjacent to the project boundary along U.S. 395. From the on-site lift station, waste water will be conveyed to the Cold Springs Water Reclamation Facility (CSWRF), approximately 4 miles north of StoneGate, via force main.

Police and Fire Services

The project is located within the City of Reno Police Beat #22. Reno Fire Station #9 is the nearest City of Reno Fire Station, located off of Stead Blvd. Truckee Meadows Fire Protection District Station 18 is located approximately 2.6 miles to the northwest.

Traffic and Circulation

A comprehensive traffic analysis is included with the PUD application and includes 4,135 residential units, 60,000 square feet of commercial/retail space and schools for approximately 1,070 students from grades K-8. Actual project trip generation will be used as the indicator of traffic levels, which shall determine the assessment of impacts and timing of improvements. Any project land use mix that generates less than 26,963 daily, 2,126 AM peak hour, and 2,508 PM peak hour external trips is considered an equivalent project from a traffic impact perspective. Intersection configurations, roadway sizing, and improvements necessary for the safe and efficient management of project traffic are discussed in detail in the Traffic Impact Study for StoneGate PUD.

The proposed interchange enhancements, revised frontage road connection, gateway roundabout configuration and the phasing of the improvements are outlined in the PUD. Street types and design varies, depending on location and use.

Street Type	Total ROW	Travel Lanes (Both Sides)	Median	Bike Lane	Sidewalk	Parking	Landscape and Drainage Corridor
Arterial Parkway (4-Lane)	180'	24'	20'	6'	None	None	50'
Arterial Parkway (2-Lane)	160'	14'	20'	6'	None	None	30' 50'
Arterial Collector	97'	12.5'	None	6'	5' - One Side	None	30' within sidewalk corridor
Neat Street	75.5'	10.25'	None	5'	6' - Both Sides	9'-One Side	12'
Local Street	45.5'	10.75'	None	None	6' Path - One Side	9'-One Side	9'-One Side. Landscape bump outs on parking, sidewalk side

Potential Future Access

StoneGate will provide access to adjacent landowners based on mutually agreed upon access locations and cost -sharing agreements to provide adequate circulation patterns both in and around the PUD.

Elimination of Frontage Road

The phased removal of the existing frontage road west of the StoneGate Parkway entry is an appropriate long- term solution since the roadway will be relocated away from the interchange area and reduce undesirable closely spaced intersections at the new roundabout. Temporary roads will ensure continued access until the arterial/collectors are constructed. This design provides for NDOT to re-route traffic during emergencies. NDOT will access frontage areas parallel to US395, as required via a 12 foot paved road that will also be used for pedestrian access.

Emergency Vehicle Access

Multiple points of access will be provided by the following roadways/access points:

- StoneGate Parkway/U.S. 395 N. (Main Access)
- StoneGate Arterial/Collector/Frontage Road west of the project (Secondary Access)
- Potential Emergency Access/Future Development Access at the southwest corner of the development area
- Potential Emergency Access/Future Development Access at the west side of the development area

Entrance Improvements

The StoneGate community will have significant gateway entry features on the arterial parkway immediately south of the U.S. 395 interchange. A large roundabout, designed to flow easily with future roundabouts at the U.S. 395 northbound and southbound ramp terminals, will serve to create the gateway road geometry

and connect the frontage road east of StoneGate Parkway into the new interchange configuration. The proposed interchange enhancements, revised frontage road connection, gateway roundabout configuration, and the phasing of these improvements are illustrated and described in the Traffic Impact Study for StoneGate PUD.

Bicycle and Pedestrian Circulation

The bicycle system includes trails, paths and lanes for all levels of ridership. The primary network of bike paths is within the internal trails and greenway system that links the community and are designed to accommodate all riders from cyclists to recreational families. On-street bike lanes are designated along both sides of the arterial parkways and arterial/collector roadways for more advanced and high speed riders looking to get from point A to point B fast and efficiently. Pedestrians are encouraged to utilize internal trails and greenways by not providing any sidewalks parallel to the arterial parkway. The arterial/collectors provide for a sidewalk on one side of the roadway to facilitate pedestrian access to neighborhoods from internal trails. Neat streets have on-street bike lanes and sidewalks on both sides.

All local streets within neighborhoods are planned to have a minimum of one **6' wide** sidewalk. These walks tie to multiple neighborhood connections to the internal trail systems that will act as the primary pedestrian circulation within the community. Designs should minimize pedestrian and vehicular conflicts wherever possible through traffic calming, designated vehicular-pedestrian zones and high visibility crosswalks.

Transit Circulation

As the StoneGate PUD develops, the master developer shall work with RTC and the Union Pacific Railroad on future transit options that could include alternative transit, buses and potential light rail line.

Future Planning

Electric charging station may be included in the commercial development at the neighborhood center.

Berming Along U.S. 395

The existing NDOT drainage structures are inadequate to pass flows from the 100-year storm event. The NDOT frontage road unintentionally dams water and forces overflow onto adjacent properties. Removal of the frontage road and the introduction of landscape buffering along U.S. 395 will alleviate flooding concerns. In addition, it improves roundabout circulation at the entry, allows for rerouted emergency access and improves the visual appearance along the U.S. 395 as a gateway to Reno.

The landscape buffer will include a drainageway to collect and move water to a location where it will be managed and recirculated. **Intermittent berming up to 10' high will allow passage of storm waters.** The berms will be landscaped with evergreen trees and native vegetation to screen the backs of homes nearest to U.S. 395. **A 12' wide** paved maintenance road/trail will allow the maintenance of drainage structures and provide connectivity to neighborhood and community trail networks.

Schools

Students residing in the StoneGate development will be zoned for a combination of Gomes Elementary School and Silver Lake Elementary School, Cold Springs Middle School and North Valleys High School.

The option for a school site has been set aside in Planning Area 2. The Handbook allows for flexibility in how the school will be developed, as either a public Washoe County School District (WCSD) facility or a private or charter school. Funding for new WCSD facilities is dependent on external forces, including the passing of a school bond and legislative changes to support additional funding mechanisms.

The Public Facility pad is located adjacent to and north of the community park site. The community park includes turf areas large enough to support sporting activities. The two uses can be used together to share parking at the school site with outdoor recreation uses at the park site. A roadway undercrossing will be constructed by the developer to provide safe pedestrian/bicycle access between the school and park sites.





View of the property facing towards the Peavine Mountain..



View of the property facing south.

Figure 5 - Site Photographs



View of the property facing north towards Whites Lake.



View of the property facing north.

Figure 6 - Site Photographs

PUD Findings

In approving a PUD, the Planning Commission and City Council shall find the following:

a. Growth and or other development factors in the community support changing the zoning;

StoneGate promises to meet the housing demands created by Nevada's successful economic diversification policies—with an unmatched 21st century intelligently planned and environmental friendly lifestyle that co-exists with the mountainside's abundant natural resources.

North Valley employment and housing growth are rapidly moving forward. Prior to the recession, vacant land along Lemmon Drive, Stead Blvd. and North Virginia Street was zoned for single-family and mixed-use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. Land that was once reserved for housing has been replaced with industrial uses. With the entire region's housing needs rapidly increasing, the availability of land for residential development must be increased accordingly. The StoneGate PUD provides an affordable **housing option, while also protecting and preserving the site's natural resources and open space corridors.** The projects overall density of 3 dwelling units per acre allows for density to be clustered and open space to remain a priority. The community will be designed with a variety of housing products and pricing alternatives, intended for market rate prices up to custom homes on large lots.

b. The change in zoning represents orderly development of the city and there are, or are planned to be adequate services and infrastructure to support the proposed zoning change and existing uses in the area;

Storm Drain

Development of StoneGate will result in a peak storm flow increases due to changes in surface characteristics. The design and hydrologic analysis of the proposed community have been conducted in compliance with the drainage guidelines for the City of Reno. The channel designs for low flow events allows for a majority of the channel corridor to be used as functional recreational activities. Flow velocities shall be maintained with natural, rockery drop structures together with small ponds acting as velocity dissipaters. StoneGate shall implement adequate structures to convey the increase in flow, due to development, under the interstate without increasing the elevation of the flow overtopping the freeway in the existing condition. To accommodate the additional drainage volume caused by the StoneGate development, additional storage within White Lake is planned on property owned by the StoneGate development. The basin shall provide adequate storage to return flows to the historic state and mitigate water surface elevation changes to White Lake. Prior to construction, the required Federal Emergency Management Agency (FEMA) Condition of Map Revision (CLOMR) will be prepared and approved to depict the new floodplains contained within channel and ponds. Additionally, FEMA Letter of Map Revisions (LOMRs) will be prepared and approved as each phase of the project is completed.

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The network of meandering, stepped-channel drainageways will be integrated in the StoneGate open space corridors and will convey off-site and developed flows through the community. The design will be used to promote recreational use for low flow events and will be adequately sized to contain major storm flows within the corridor limits. Drainage improvements will include corridors, drop structures, culverts, diversion elements and detention basins.

Water Services

The StoneGate project is adjacent, but outside the service area of two water service providers: Truckee Meadows Water Authority (TMWA) and Utilities Inc. of Nevada (UIN). StoneGate will be annexed into one of those two service areas prior to the start of onsite improvements. Water supply for the StoneGate development will be provided by the Truckee Meadows Water Authority (TMWA). Water will be supplied from Fish Springs Valley, operated by Vidler Water Company. A new transmission main will connect to a TMWA 24-inch water main at the intersection of Lemmon Dr. and North Virginia Street, south of U.S. 395. The new off-site water transmission main will be approximately 6 miles in length and will travel northwest along the south side of U.S. 395 within the existing right-of-way to the entrance of the StoneGate. On-site distribution mains will feed storage tanks located at strategic points throughout the project site. Water service to future customers will be delivered via a system of water mains, smaller booster stations, and pressure reducing valves.

Reclaimed Water

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The option for a school site has been set aside in Planning Area 2. The Handbook allows for flexibility in how the school will be developed, as either a public Washoe County School District (WCSD) facility or a private/charter school. Funding for new WCSD facilities is dependent on external forces, including the passing of a school bond and legislative changes to support additional funding mechanisms.

The Public Facility pad is located adjacent to and north of the community park site. The community park includes turf areas large enough to support sporting activities. The two uses can be used together to share parking at the school site with outdoor recreation uses at the park site. A roadway undercrossing will be constructed by the developer to provide safe pedestrian/bicycle access between the school and park sites.

c. The change in zoning provides for an appropriate use of the property;

The change in zoning from UT-40 to PUD will allow for the site to be developed in a thoughtfully planned out and comprehensive manner. This will allow for roads and infrastructure to be adequately sized upfront. The site is surrounded by undeveloped land and abuts U.S. Forest Service property on two sides.

d. The change in zoning is in substantial conformance with the Master Plan and other adopted plans and policies; and

The PUD is in conformance with the following City of Reno Master Plan policies:

C&R-5 The City should pursue a growth pattern which is fiscally responsible in order to maintain and possibly improve existing levels of service for current residents and future generations.

H-13 New housing development should provide pedestrian, bicycle, and transit access to facilitate the reduction of automobile use, where possible.

E-6 The City should identify and protect the functions of significant hydrologic resources and major drainageways within its jurisdiction to the degree possible.

OS-11 Trail access should be made available through a balanced mixture of access points (no parking) and trailheads (parking). Planned neighborhoods should accommodate trailheads where deemed appropriate.

P-1 Site access and circulation should be safe, convenient, logical and minimize impacts onto adjoining roads.

P-12 The City should encourage new subdivision design which establishes a clear circulation pattern and incorporates an integrated street pattern or a hierarchy of streets; this protects neighborhoods, eliminates unnecessary through traffic, and promotes access to activity areas.

P&R-12 All parks should be designed to meet the needs of area users while taking advantage of and enhancing the site's natural features.

CD-3 The City should encourage PUD zoning, flexible lot sizes and clustering when they provide open space, protect sensitive environmental resources and scenic vistas.

CD-4 The City should encourage cluster development when the resulting open space protects significant environmental or cultural resources, provides a continuous and usable open space corridor or links existing and/or proposed open space or parks.

SD-22 The City should require the implementation of Low Impact Development (LID) standards, where appropriate, for managing post-construction storm water run-off.

e. The proposed zoning is sensitive to and/or compatible with the use and development of adjacent properties.

The surrounding area to the east, south and west is vacant. The northern property line is adjacent to U.S. 395 and vacant land. Train Town, to the west, is going through a zoning map amendment to allow single family development. The PUD incorporates common open space and trail connections that will serve as buffers between future adjacent developments.

Findings: PUD Planned Unit Development: Findings of fact required for approval of a PUD (Planned Unit Development): In addition to the City's zoning map amendment findings, the Planning Commission and City Council must make the findings that the project is consistent with NRS 278A.410 2(a), (b) and (c), 278A.500 1-7, and 278A.510. These findings are listed below:

NRS 278A.410 - Modification of plan by city or county. All provisions of the plan authorized to be enforced by the city or county may be modified, removed or released by the city or county, except grants or easements relating to the service or equipment of a public utility unless expressly consented to by the public utility, subject to the following conditions:

1. No such modification, removal or release of the provisions of the plan by the city or county may affect the rights of the residents of the planned unit residential development to maintain and enforce those provisions.

There are currently no residents on the property. The rights of the City and future residents of the StoneGate PUD to maintain and enforce the provision of the plan shall be established through the adoption of the PUD Handbook and Zoning.

2. No such modification, removal or release of the provisions of the plan by the city or county is permitted except upon a finding by the city or county, following a public hearing that it:

(a) Is consistent with the efficient development and preservation of the entire planned unit development;

The StoneGate PUD provides a comprehensive land use pattern and design standards that will provide a more efficient development than what exists today. Utilities and roadways will be designed to **accommodate the project at full build out. The PUD takes into consideration the site's natural constraints,** including drainage corridors and topography, and maximizes development in areas where appropriate, while also protecting and preserving areas as open space.

(b) Does not adversely affect either the enjoyment of land abutting upon or across a street from the planned unit development or the public interest; and

The majority of the project site is surrounded by undeveloped private land or public land. The land use plan and design standards outlined in the PUD handbook provide for open space buffers and trails between planning areas and on the project perimeter. The project will provide a benefit to the surrounding land owners by providing access to public open space and a public trail network. The property is currently gated and not accessible to the public. The project will provide an improved roadway network and bring infrastructure and utilities to the area.

(c) Is not granted solely to confer a private benefit upon any person.

The approval of the PUD will be granted to all future development parcels within StoneGate and do not confer any private benefit upon an individual person.

NRS 278A.500 Minute order: Findings of fact required. The grant or denial of tentative approval by minute action must set forth the reasons for the grant, with or without conditions, or for the denial, and the minutes must set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to findings on the following:

1. In what respects the plan is or is not consistent with the statement of objectives of a planned unit development.

Land Use - StoneGate consists primarily of detached single-family homes on lots ranging in size from 4,000 square feet to over two acres, a multi-family site, a neighborhood center, public facility site and community park. Common open spaces, and trails will be interspersed throughout the community to **respect the site's natural features and to develop a unique sense of community.**

StoneGate is organized into multiple planning areas; each of which is surrounded by common open space, and trails. Each planning area promotes walkability and embraces the unique site characteristics based on location and geography. The goal of the land use plan is to create neighborhoods surrounded by common open space, and trails with easy access from each home to the outdoors. Neighborhoods become places with individual identity through gateways, architectural styles, and lot layouts.

Traffic and Circulation - StoneGate includes a hierarchy of roadways that consists of an arterial parkway, arterial/collectors, neat streets, and local streets. Streets are intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open spaces. These combined **intelligently designed "smart streets" will reduce commute times.**

Common Open Space and Trails - StoneGate is first and foremost a walkable community with over 8 miles of connected trail systems (70-200' wide) and **multiple proposed access points to** U.S. Forest Service Land, including common open space, parks, and trails. By removing traditional barriers of walls, fences, and traffic; the resulting connective network allows homes to be within walking distance from trails, parks, and other community amenities. Streetscapes, common open space corridors, parks, easements, and drainageways will be linked into a single system, bringing nature into the community. The internal trail network connects destinations such as the neighborhood center, community parks, trailheads, overlooks, and active and passive park spaces.

Utilities - StoneGate will provide water, sanitary sewer, drainage facilities, communications, gas, and electric master infrastructure to each of the planning areas and each final parcel. The master infrastructure facilities serving the planning areas will be sized appropriately to allow flexibility within the community for housing densities to fluctuate.

2. The extent to which the plan departs from zoning and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest.

The PUD Handbook design standards are similar to the City of Reno zoning code. Where the design standards contained in the PUD Handbook depart from the RMC, they do so to address specific design considerations relative to existing site conditions or natural features. These added features will help to **create a uniform master planned community that's focused on preserving the site's rural heritage and natural resources.**

3. The ratio of residential to nonresidential use in the planned unit development.

The PUD encompasses 1,378 acres and 4,135 residential units. Over 29% of the project will be common open space. Approximately 67% of the site will be residential and approximately 4% of the site will be non-residential.

4. The purpose, location and amount of the common open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the common open space, and the adequacy or inadequacy of the amount and purpose of the common open space as related to the proposed density and type of residential development.

The PUD land use plan provides for over 29% of the site to be designated as common open space. StoneGate is first and foremost a walkable community with over 8 miles of connected trail systems and multiple proposed access points to U.S. Forest Service Land, including common open space, parks and trails. Streetscapes, open space corridors, parks easements and drainageways will be linked in a single system, bringing nature into the community. The internal trail network connects destinations such as the neighborhood center, public facilities, community parks, trailheads, overlooks and active and passive park spaces. The open space and drainageways will all be privately maintained.

5. The physical design of the plan and the manner in which the design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.

The streets within StoneGate include a hierarchy of roadways that consists of a primary arterial parkway, arterial/collector streets, neat street and local streets. The streets are intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open space. All roads will be designed in accordance with City of Reno street design standards unless noted otherwise in the PUD Handbook.

6. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed to be established.

The open space corridors and trail connections will be used to protect future development. There are currently no surrounding neighborhoods, with the exception of home sites bordering the northwest corner. That neighborhood will benefit from the flood mitigation along U.S. 395 and with the new roadway, utility and landscaping improvements.

Measures to mitigate adverse impacts to abutting land uses have been included in the PUD. This includes the redesign of the drainage structures along U.S. 395. The existing NDOT drainage structures are inadequate to maintain the 100-year storm event. The NDOT frontage road unintentionally dams water and forces overflow onto adjacent properties. Removal of the frontage road and the introduction of landscape buffering along U.S. 395 will alleviate flooding concerns. In addition, it improves roundabout circulation at the entry, allows for emergency and improves the visual appearance along the U.S. 395. The existing residential development to the northwest will benefit from the upgraded flood protection and emergency access roads.

7. In the case of a plan which proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the interests of the public, residents and owners of the planned unit development in the integrity of the plan.

The PUD is anticipated to be built out over a period of 10 years. However, acknowledging that there are economic growth and recession cycles, it is anticipated that the 10-year build out may take place over an undeterminable multiple economic cycles. The PUD Handbook includes language for a 25-year development entitlement period. If the project is not completed at the end of 25 years, the PUD will require an application to the Reno City Council to determine an appropriate development schedule prior to further development.

NRS 278A.510 Minute order: Specification of time for filing application for final approval. Unless the time is specified in an agreement entered into pursuant to NRS 278.0201, if a plan is granted tentative approval, with or without conditions, the city or county shall set forth, in the minute action, the time within which an application for final approval of the plan must be filed or, in the case of a plan which provides for development over a period of years, the periods within which application for final approval of each part thereof must be filed.

Zoning Map Amendment: General zoning map amendment requirements. In order to approve any zoning map amendment, the Planning Commission and City Council shall find that the zoning is in accordance with the Master Plan for land use and be designed, as applicable:

a. To preserve the quality of air and water resources.

Preservation of air quality and water resources is integral to the overall project design. Development is focused on enhancing the major drainageways and providing corridors for the water to naturally flow.

Streetscapes, open space corridors, parks, easements and drainageways will be linked in a single system

to bring nature into the community. By creating a trail system both internally and connecting to external public open space areas, residents will be encouraged to walk and bicycle and reduce vehicle use, thereby improving air quality.

Water resources will also be preserved through the use of reclaimed water in common areas. Reclaimed water will be provided by the Washoe County Department of Water Resources from treated effluent at the Cold Springs Water Reclamation Facility (CSWRF). The reclaimed water line from CSWRF to StoneGate will follow the same general 4-mile corridor of the off-site sanitary sewer force main that conveys waste water from the project to CSWRF. Reclaimed water will be used for irrigation of landscaping within common areas and streets and, potentially, for recharge within the basin.

- b.** To promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment.

One of the key elements and prominent features of the StoneGate development is the abundance of common open space, parks and trails. Over 29% or 403 acres of the property will be common open space. Every home will be within walking distance from a trail. Internal trails within the neighborhoods will connect to destinations, such as the neighborhood center, public facilities, community parks, trailheads, **overlooks and both active and passive park spaces. Trail corridors range in width between 70'-200' and** provide channels for water conveyance. Vegetation along the drainage ways will encourage wildlife habitat and preserve the natural aesthetics that is in place today. Trailheads will be provided to connect the trail system to adjacent US Forest Service land. The master developer will coordinate with local groups like The Biggest Little Trail Stewardship to design, construct and maintain trails around Peavine Mountain and the Humboldt-Toiyabe National Forest. The planned trail system is comprised of primary community trails and secondary neighborhood trails. A hierarchy of trail types and locations is identified in the PUD Handbook.

- c.** To consider existing views and access to solar resources by studying the height of new buildings which will cast shadows on surrounding residential and commercial developments.

The property is surrounded by undeveloped land and won't block views or access to solar resources on adjacent properties. The site's bowl-like topography provides for sweeping views overlooking White Lake and the alkali playa across the valley. The land use plan takes into account the site's natural topography and sloped areas and provides for clustering of homes, where appropriate. The neighborhood center planning area is designed with clustered buildings and buffered by common open space, and roadways on the perimeter.

Future residents located next to the Neighborhood Center area will not be negatively impacted by the buildings or commercial uses because they will be physically separated by roadways, common open space and trails.

- d.** To reduce the consumption of energy by encouraging the use of products and materials which maximize energy efficiency in the construction of buildings.

The PUD Handbook incorporates use of on-site materials and context sensitive design to create a

character that blends into the natural setting. Minimal fencing will be used to encourage community and to create a visual connection to the outdoors. This will be coupled with narrowed neighborhood street sections and minimalist curb and gutter design to further enhance the natural surroundings. Buildings and structures constructed by the master developer include lookout towers, star gazing platforms, entry monumentation, trail heads, park and trail amenities, benches, signage, community center and the lost cabin will be made from wood, stone, and other materials naturally found in nature.

e. To provide for recreational needs.

Recreational amenities are incorporated throughout the entire development. These areas include parks, trails, drainageways designed with passive and active recreation, lookout towers, connections to common open space, picnic areas, trail heads and the community centers.

f. To protect life and property in areas subject to floods, landslides and other natural disasters. Areas with slopes greater than 30 percent will be left as open space. Historic storm flows pass through StoneGate in a northerly direction via drainage reaches from Peavine Mountains. Drainage structures under the frontage road and under U.S. 395 convey flows to White Lake. Based upon FEMA FIRM panels, major storm events cause flows to collect and flood at the existing structures of both the frontage road and U.S. 395, eventually overtopping U.S. 395 at multiple locations and terminating at White Lake.

Development of StoneGate will result in a peak flow increase due to the change in surface characteristics. The design and hydrologic analysis of the proposed community have been conducted in compliance with the drainage guidelines for the City of Reno. The channel designs for low flow events allows for a majority of the channel corridor to be used as functional recreational activities. Flow velocities shall be maintained with natural, rockery drop structures together with small ponds acting as velocity dissipaters. StoneGate shall implement adequate structures to convey the increase in flow, due to development, under the interstate without increasing the elevation of the flow overtopping the freeway in the existing condition. To accommodate the additional drainage volume caused by the StoneGate development, additional storage within White Lake is planned on property owned by the StoneGate development. The basin shall provide adequate storage to return flows to the historic state and mitigate water surface elevation changes to White Lake. Prior to construction, the required Federal Emergency Management Agency (FEMA) Condition of Map Revision (CLOMR) will be prepared and approved to depict the new floodplains contained within channel and ponds. Additionally, FEMA Letter of Map Revisions (LOMRs) will be prepared and approved as each phase of the project is completed.

The project site contains five existing drainage channels, which convey stormwater flows from the south to the north and east to west. These flows continue underneath U.S. 395 via existing culverts or over the freeway and terminate in the White Lake basin. The site contains two natural major drainageways and multiple disturbed major drainageways, resulting from the previous ranch use and field irrigation.

The network of meandering, stepped-channel drainageways will be integrated in the StoneGate open space corridors and will convey off-site and developed flows through the community. The design will be used to promote recreational use for low flow events and will be adequately sized to contain major storm

flows within the corridor limits. Drainage improvements will include corridors, drop structures, culverts, diversion elements and detention basins.

g. To conform to the adopted population plan, if required by NRS 278.170.

StoneGate promises to meet the housing demands created by Nevada's successful economic diversification policies—with an unmatched 21st century intelligently planned and environmental friendly lifestyle that co-exists with the mountainside's abundant natural resources.

North Valley employment and housing growth are rapidly moving forward. Prior to the recession, vacant land along Lemmon Drive, Stead Blvd. and North Virginia Street was zoned for single-family and mixed-use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. Land that was once reserved for housing has been replaced with industrial uses. **With the entire region's housing needs rapidly increasing, the availability of land for residential development must be increased accordingly.** The StoneGate PUD provides an affordable **housing option, while also protecting and preserving the site's natural resources and open space corridors.** The projects overall density of 3 dwelling units per acre allows for density to be clustered and open space to remain a priority. The community will be designed with a variety of housing products and pricing alternatives, intended for market rate prices up to custom homes on large lots.

h. To develop a timely, orderly and efficient arrangement of transportation and public facilities and services, including public access and sidewalks for pedestrians, and facilities and services for bicycles.

The bicycle system includes trails, paths and lanes for all levels of ridership. The primary network of bike paths is within the internal trails and greenway system that links the community and are designed to accommodate all riders from cyclists to recreational families. On-street bike lanes are designated along both sides of the arterial parkways and arterial/collector roadways for more advanced and high speed riders looking to get from point A to point B fast and efficiently. Pedestrians are encouraged to utilize internal trails and greenways by not providing any sidewalks parallel to the arterial parkway. The arterial/collectors provide for a sidewalk on one side of the roadway to facilitate pedestrian access to neighborhoods from internal trails. Neat streets have on-street bike lanes and sidewalks on both sides.

All local streets within neighborhoods are planned to have a minimum of one 6' wide sidewalk. These walks tie to multiple neighborhood connections to the internal trail systems that will act as the primary pedestrian circulation within the community. Designs should minimize pedestrian and vehicular conflicts

wherever possible through traffic calming, designated vehicular-pedestrian zones and high visibility crosswalks.

As the StoneGate PUD develops, the master developer will continue to work with RTC and the Union Pacific Railroad on future transit options that could include alternative transit, buses and a potential light rail line.

- i. To ensure that the development on land is commensurate with the character of the physical limitations of the land.

The **site's bowl**-like topography provides for sweeping views overlooking White Lake and the alkali playa across the valley. Peavine Summit serves as the backdrop to the project site. The northern portion of the site is relatively flat with some steeper hills to the southwest and northeast corners. This portion of the property is mostly made up of sage covered flats and pasture.

The southern portion of the site is characterized by abundant pines and sagebrush with steeper terrain. A ridge physically separates the project area from headwaters of Long Valley Creek. Chase Canyon, an aspen grove and ephemeral stream site surrounded by rock outcroppings and slopes over 30 percent, is situated to the southeast.

The norther and southern sections of the property are bisected by an existing raised railroad, owned and maintained by Union Pacific Railroad. The tracks have an existing wood vehicle undercrossing. In addition, the Alturas 345 kV transmission line crosses the site, running parallel to the track.

Development of the parcel will need to take into account the **site's** major drainageways and topographic slopes.

- j. To take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development.

Development of the StoneGate site through a PUD will help to tie surrounding infrastructure, roads and services to the surrounding area. By focusing higher intensity developments near each other, existing and proposed infrastructure will support a more efficient use of resources. Development of the site will support the City of Reno and RTC by contributing to the Residential Construction Tax and Regional Road Impact Fees. Development of the site will bring new resources to include sewer, reclaimed water, potable water, storm drainage and improve the road network for all land on the south side of U.S. 395, within the Cold Springs valley.

- k. To promote health and the general welfare.

Residents living in the StoneGate community will have immediate access to walking/biking trails and parks from their neighborhoods. They will also have easy access to trail and common open space on the adjacent U.S. Forest Service lands. The land use design will encourage residents to spend time outdoors, which will promote health and general welfare for everyone in the community.

- l. To ensure the development of an adequate supply of housing for the community, including the development of affordable housing.

StoneGate promises to meet the housing demands created by Nevada's successful economic diversification policies—with an unmatched 21st century intelligently planned and environmental friendly lifestyle that co-exists with the mountainside's abundant natural resources.

North Valley employment and housing growth are rapidly moving forward. Prior to the recession, vacant land along Lemmon Drive, Stead Blvd. and North Virginia Street was zoned for single-family and mixed-use development. Much of what was previously planned for housing has now been rezoned and developed into industrial uses and employment generators. Land that was once reserved for housing has been replaced **with industrial uses. With the entire region's housing needs rapidly** increasing, the availability of land for residential development must be increased accordingly. The StoneGate PUD provides an affordable **housing option, while also protecting and preserving the site's natural resources and open space corridors.** The projects overall density of 3 dwelling units per acre allows for density to be clustered and open space to remain a priority. The community will be designed with a variety of housing products and pricing alternatives, intended for market rate prices up to custom homes on large lots.

m. To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods.

The site is surrounded by vacant land to the east, south and west. The north side is bordered by U.S. 395. A small cluster of housing is located on the northwest corner. StoneGate has been designed with over 29% common open space, which will protect and preserve the rural lifestyle of adjacent properties.

n. To promote systems which use solar or wind energy.

Buildings within the PUD will be designed and built in accordance with locally adopted building and energy codes. Nothing in this PUD will prevent the use of solar and wind systems from being incorporated into building design.

o. To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.

No military installations are proposed with this application.



JN 8742,000

PROPERTY DESCRIPTION

All that certain real property situate in the County of Washoe, State of Nevada, described as follows:

Parcel 1:

Lots 1, 2, 3 and 4, the South One-Half of the North One-Half, Southeast One-Quarter, East One-Half of the Southwest One-Quarter, and East One-Half of the West One-Half of the Southwest One-Quarter of Section 5, Township 21 North, Range 18 East, Mount Diablo Meridian.

APN: 081-010-13 & 18

Parcel 2:

Parcel 1 as said parcel is shown and delineated on that certain Map of Division into Large Parcels No. L244, filed in the office of the County Recorder of Washoe County, Nevada on October 16, 2015, as Document No. 4524410 of Official Records and entitled "Map of Division into Large Parcels for Jack F. Sweeney Trust, created under the Jack & Kathleen Sweeney Living Trust, under trust agreement dated July 29, 1998 as amended by the First Amendment thereto dated December 14, 2004, and as amended by the Second Amendment and Restatement thereto dated December 4, 2004, as to an undivided one-half (1/2) interest and Kathleen B. Sweeney Family Trust, created under the Jack & Kathleen Sweeney Living Trust, under trust agreement dated July 29, 1998 as to an undivided one-half (1/2) interest, as tenants in common as to an undivided 5/48th interest; and Josephine L. Sweeney Trust, created September 26, 1990 as to an undivided 43/48th interest".

APN: 081-110-32

Parcel 3

Parcel 2 as said parcel is shown and delineated on that certain Map of Division into Large Parcels No. L244, filed in the office of the County Recorder of Washoe County, Nevada on October 16, 2015, as Document No. 4524410 of Official Records and entitled "Map of Division into Large Parcels for Jack F. Sweeney Trust, created under the Jack & Kathleen Sweeney Living Trust, under trust agreement dated July 29, 1998 as amended by the First Amendment thereto dated December 14, 2004, and as amended by the Second Amendment and Restatement thereto dated December 4, 2004, as to an undivided one-half (1/2) interest and Kathleen B. Sweeney Family Trust, created under the Jack & Kathleen Sweeney Living Trust, under trust agreement dated July 29, 1998 as to an undivided one-half (1/2) interest, as tenants in common as to an undivided 5/48th interest; and Josephine L. Sweeney Trust, created September 26, 1990 as to an undivided 43/48th interest".

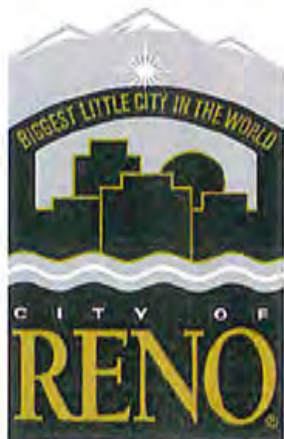
APN: 081-110-33

Prepared by:
Lumos & Associates, Inc.
Carl R. C.de Baca, PLS 7633
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Carson City, NV 89706



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CITY OF RENO
APPLICATION FOR ZONING MAP AMENDMENT



For Community Development Department Use Only:

CASE NUMBER: _____

Date Received _____

Time Received _____

PROJECT NAME: StoneGate PUD Zoning Map Amendment

PROJECT DESCRIPTION: Request for a Zoning Map Amendment from UT-40 to PUD

PROJECT ADDRESS: South of US 395 and east of Sto Lat Lane

PROPERTY SIZE: 1,378 acres ASSESSOR'S PARCEL NO(S): 081-010-18, 081-010-13, 081-110-32, 081-110-33

ZONING - EXISTING: UT-40 PROPOSED: PUD

MASTER PLAN - EXISTING: proposed SPA PROPOSED: SPA

EXISTING LAND USE: Vacant land

PROPERTY OWNER(S)

NAME: Heinz Ranch Land Company LLC

ADDRESS: 9210 Prototype Drive, Suite 100
Reno, NV 89521

PHONE: 775-502-0606

APPLICANT/DEVELOPER(S)

NAME: Heinz Ranch Land Company LLC

ADDRESS: 9210 Prototype Drive, Suite 100
Reno, NV 89521

PHONE: 775-502-0606

FAX NO: _____

PERSON TO CONTACT REGARDING APPLICATION:

NAME: CFA, Angela Fuss

(IF SAME AS OWNER OR APPLICANT, PLEASE INDICATE)

ADDRESS: 1150 Corporate Blvd.
Reno, NV 89502

PHONE: 856-1150

FAX NO: 856-1160

E-MAIL ADDRESS: afuss@cfareno.com

The City of Reno will direct all mail on this project to the contact person designated above.
The above information is required.

ZONING MAP AMENDMENT APPLICATION CHECKLIST

INCOMPLETE APPLICATIONS WILL NOT BE SCHEDULED FOR PUBLIC HEARING.

APPLICATIONS: Originals shall be unbound with two-hole punch at top of application. Copies shall be collated and bound into separate packets of the following:

Applicant Complete and Correct	Item No.	ITEMS REQUIRED FOR GENERAL APPLICATION CHECKLIST	Staff Incomplete
<input checked="" type="checkbox"/>	1	Application Form(s)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	2	Owner's Affidavit, Applicant Affidavit	<input type="checkbox"/>
<input type="checkbox"/>	3	Advisory Board Information (optional)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	4	Legal Description. (Legal descriptions <u>must</u> be signed and stamped by a State of Nevada professional land surveyor)	<input type="checkbox"/>
<input checked="" type="checkbox"/>	5	8-1/2" x 11" Color Zoning/Vicinity Map	<input type="checkbox"/>
<input checked="" type="checkbox"/>	6	8-1/2" x 11" Site Plan	<input type="checkbox"/>
<input checked="" type="checkbox"/>	7	"A digital copy of the proposed zoning designation must be provided in a GIS or DWG format. This data must be in the Stateplane, NAD83 ground projection"	<input type="checkbox"/>
<input checked="" type="checkbox"/>	8	Supporting Information including a written analysis of applicable findings listed under the ZONING MAP AMENDMENT PROCEDURES	<input type="checkbox"/>
<input checked="" type="checkbox"/>	9	Check or Money Order	<input type="checkbox"/>
<input checked="" type="checkbox"/>	10	Project of Regional Significance (if applicable)	<input type="checkbox"/>

****Original Application, one paper copy and eighteen digital copies on CD are required for this application****

Additional copies may be requested on a case-by-case basis dependent on distribution requirements

AP (Applicants Initials) *Applications with missing plans and checklists or missing components of plans and checklists, will be deemed incomplete and returned within three (3) days of application submittal. Incomplete applications will not be scheduled for public hearings. The applicant must consult with Community Development Staff prior to submitting an application without the above information to determine if the information may be eliminated for a particular application. Additional information may be requested through the staff/applicant meeting and the review process.

- m. To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods.
- n. To promote systems which use solar or wind energy.
- o. To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.

Please provide an analysis of the following considerations in addition to the required findings listed above:

1. Growth and or other development factors in the community support changing the zoning;
2. The change in zoning represents orderly development of the City and there are, or are planned to be adequate services and infrastructure to support the proposed zoning change and existing uses in the area;
3. The change in zoning provides for an appropriate use of the property;
4. The change in zoning is in substantial conformance with the Master Plan and other adopted plans and policies; and
5. The proposed zoning is sensitive to and/or compatible with the use and development of adjacent properties.

PROJECTS OF REGIONAL SIGNIFICANCE

1. If the project will require a change in zoning, a special use permit, an amendment to a master plan, a tentative map or other approval for the use of land which, if approved, will have an effect on the region of increasing:

(a) Employment by not less than 938 employees;	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
(b) Housing by not less than 625 units;	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(c) Hotel accommodations by not less than 625 rooms;	Yes <input type="checkbox"/> No <input type="checkbox"/>
(d) Sewage by not less than 187,500 gallons per day;	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(e) Water usage by not less than 625 acre feet per year; or	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
(f) Traffic by not less than an average of 6,250 trips daily	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

- (g) Student population (K-12) by not less than 325 students. Yes ☒ No ☐
2. The project is:
- (a) An electric substation; Yes ☐ No ☒
 - (b) A transmission line that carries 60 kilovolts or more; Yes ☐ No ☒
 - (c) A facility that generates electricity greater than 5 megawatts; Yes ☐ No ☒
 - (d) Natural gas storage and peak shaving facilities; Yes ☐ No ☒
 - (e) Gas regulator stations and mains that operate over 100 pounds per square inch; Yes ☐ No ☒
3. The project is a geothermal wellfield gathering system and power generation facility or a mining operation on any land within 20 miles of the Truckee Meadows Service Areas. Non-metallic materials such as sand, gravel and aggregate pits for construction projects within the Truckee Meadows are specifically excluded from this guideline. Yes ☐ No ☒
4. The project is located within the 100-year flood zone and; (1) will alter the stream channel or banks of a portion of the Truckee River or any of its tributaries as identified on Figure 2-1 "Surface Waters Tributary to Truckee River" of the 2004 – 2025 Regional Water Management Plan or; (2) will alter any wetlands delineated through the Section 404 permit process. Yes ☐ No ☒
5. The project is a new or significantly expanded landfill or other land disposal facility subject to regulation under Section 090 of the Washoe County District Board of Health regulations governing solid waste management; or any facility involved with the treatment and/or permanent disposal of hazardous or infectious wastes. Yes ☐ No ☒
6. The project will result in the loss or significant degradation of a designated paleontological site as identified in the adopted local government master plans, if such sites have been designated. Yes ☐ No ☒

The determination as to whether or not a project meets any one of the criteria listed above shall be based on the total size of the proposed use of land, including all phases, additions and expansions. Based on the above I certify that this project is/is not a Project of regional Significance. Yes ☒ No ☐

CITY OF RENO
ZONING MAP AMENDMENT APPLICATION

The owner of the property herein described requests the Planning Commission and the City Council to approve the change of zoning of said property.

SUMMARY OF PROPOSED PROJECT (Include type of activity, number of employees, description of structures to be built/used, hours of operation):

Request for a zoning map amendment to PUD. The PUD will allow for 4,135 dwelling units on a 1,378-acre property. The overall density of 3 du/acre includes over 25% open space.

REASON FOR REQUEST (Include any changes which have occurred in the area which would warrant granting this request):

The regional increase in housing needs coupled with the replacement of residentially zoned land for Industrial development in the North Valleys necessitates more housing opportunities.

ADJACENT LAND USE/ZONING:

NORTH: US 395 and vacant land zoned IC and AC.

SOUTH: Vacant open space zoned UT-40

EAST: Vacant open space. Designated Open Space in unincorporated Washoe County

WEST: Future Train Town development proposed for SF-15 zoning.

FUTURE USE anticipated with the zone change: The change from UT-40 to PUD will allow for a comprehensive land use plan that incorporates 4,135 residential units, open space and non-residential development.

IDENTIFY THE IMPACTS OF THE PROPOSED USE ON ADJACENT LAND USES AND PUBLIC FACILITIES (i.e., noise, traffic generation, hours of operation, odors, smoke, dust):

The property is surrounded by vacant land on three sides. US 395 borders the northern property line. A small residential development abuts the northwest corner and will benefit from increased flood protection and improved emergency access roads.

SOURCE OF WATER: TMWA will be the water purveyor. Water will come from Fish Springs Valley.

METHOD OF SEWAGE DISPOSAL: Cold Springs Water Reclamation Facility

**SPECIAL CONSENT RESOLUTION OF THE MEMBERS OF
HEINZ RANCH LAND COMPANY, LLC**

The undersigned being all of the Members of HEINZ RANCH LAND COMPANY, LLC, a Nevada limited liability company (the "Company") entitled to vote, hereby consent to the following resolutions in lieu of a meeting.

WHEREAS, the Company desires to submit certain applications ("Development Applications") to the City of Reno and/or other governmental authorities for development entitlements with respect to real property owned by Company in the City of Reno, Nevada referred to as the Stonegate development.

RESOLVED, that Donald Pattalock, in his capacity as authorized representative of the Company, be, and hereby is/are, authorized on behalf of this Company and in its name to execute, and deliver the Development Applications and to make such arrangements, do and perform such acts and things and execute, deliver and perform such documents and other instruments which he deems necessary or advisable to facilitate the processing of the Development Applications.

The undersigned being all the members of the Company hereby adopt and approve the foregoing resolution, and waive notice of any meeting required for such resolutions.

Dated: July 8, 2016.

Members:

HEINZ RANCH LAND COMPANY, LLC,
a Nevada limited liability company

By: SORRENTO HEINZ RANCH, LLC
Its: Manager

By: 
William C. Scott, Jr., CFO

HEINZ RANCH DEVELOPMENT COMPANY, LLC,
a Nevada limited liability company

By: 
Donald A. Pattalock, President and CEO



STONE GATE

PLANNED UNIT DEVELOPMENT HANDBOOK

PREPARED FOR THE CITY OF RENO
JULY 2016



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EXECUTIVE SUMMARY

PURPOSE The purpose of executive summary is to highlight the overall goals, vision and processes for the StoneGate PUD and provide a synopsis of the Handbook.

IN THIS SECTION:

- Introduction
- StoneGate PUD Handbook

INTRODUCTION

StoneGate is a 10-year, multi-phased master planned community nestled in the pine trees and meadows of northwest Peavine Mountain on the historic Heinz Ranch. This intelligent environmental community unites natural mountain beauty with a market-leading innovative design on 1,378 acres. Homes of varying sizes will be seamlessly knitted into the mountain and valley contours while integrating walkable pathways and the rustic, ranching traditions of Heinz Ranch.

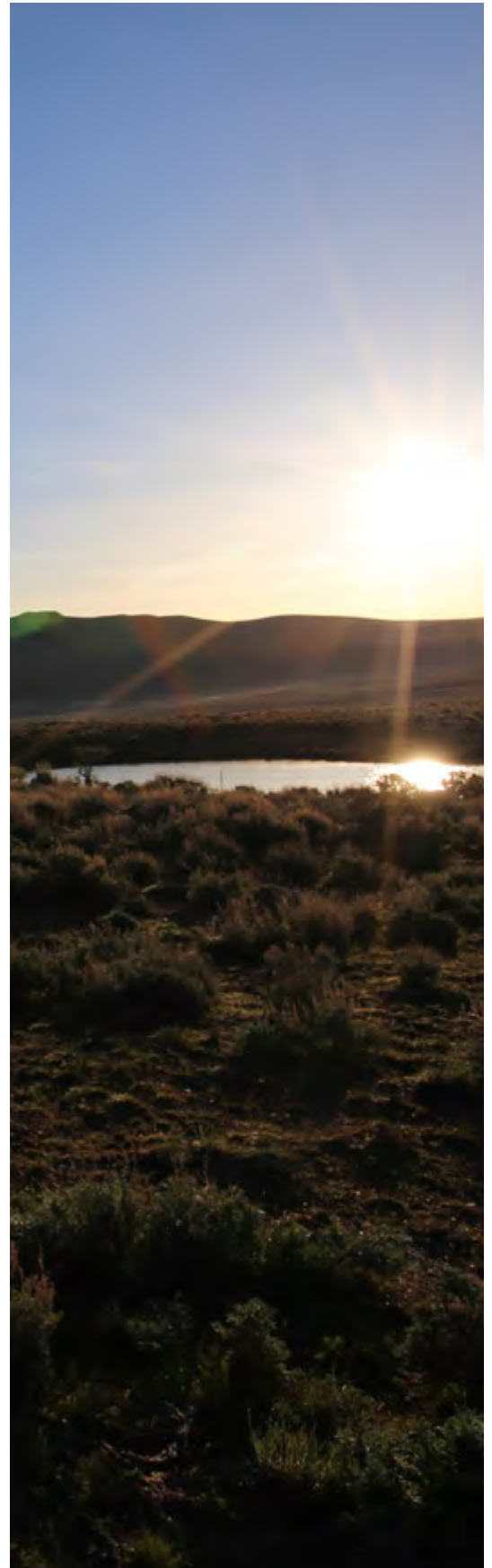
This community will be the first development in northern Nevada to maximize re-use of the high desert's limited natural resource of water while preserving the pristine beauty of Laughton Valley. StoneGate is pioneering sustainable solutions by implementing innovative water-use applications.

StoneGate's promise is to meet the demands created by the state of Nevada's successful economic diversification policies with an unmatched 21st century intelligent environmental living commitment to co-exist with the mountainside's abundant natural resources. Maintaining an economically diverse housing community is critical to the health of our City. The addition of new homes in a growing area such as northern Nevada is a necessity and automatic outcome of an expanding job base and population shift.

StoneGate is committed to preserving approximately 25-30% of its land in common areas, open space, parks, and trails while delivering economically diverse living environments with unprecedented access to northern Nevada's vibrant outdoor lifestyle. With over eight miles of walkable trail systems in five major, newly-created riparian corridors with access to the Humboldt-Toiyabe National Forest, StoneGate is creating an interconnected community. In addition to the expansive trail system, StoneGate's neighborhood center combines a multi-purpose community center, neighborhood commercial, and accessible amenities such as a pool, fire pit, and amphitheater to enhance the community living experience.

We are dedicated to reducing regional traffic impacts by pursuing alternative mass transit opportunities within the city, including a light-rail system on an existing rail line that connects StoneGate, other residential areas, regional employment centers, and Downtown Reno.

Annexed into the City of Reno in 2006, StoneGate is requesting a Master Plan amendment, zone change, with a planned unit development handbook allowing 3,815 single-family homes and 320 multi-family units on its 1,378 acres of Nevada ranch lands. StoneGate is uniquely positioned to meet the job/housing balance with homes connecting a modern living environment to nature.



EXECUTIVE SUMMARY



STONEGATE PUD HANDBOOK

This StoneGate Planned Unit Development Handbook encompasses all material elements of StoneGate’s vision for our community as well as incorporating all requisite City development codes and standards. The Handbook consists of the following sections:

LAND USE

StoneGate consists primarily of detached single-family homes on lots ranging in size from 4,000 square feet to over two acres, a multi-family site, neighborhood center, and community park. Common areas, open spaces, and trails will be interspersed throughout the community to respect the site’s natural features and to develop a unique sense of community.

StoneGate is organized into multiple planning areas; each of which is surrounded by common area, open space, and trails. Each planning area promotes walkability and embraces the unique site characteristics based on location and geography. The goal of the land use plan is to create neighborhoods surrounded by common area, open space, and trails with easy access from each home to the outdoors. Neighborhoods become places with individual identity through gateways, architectural styles, and lot layouts.

TRAFFIC AND CIRCULATION

StoneGate includes a hierarchy of roadways that consists of an arterial parkway, collector streets, neat streets, and local streets. Streets are intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open spaces. Intelligently designed “smart streets” will reduce commute times.

COMMON OPEN SPACE

StoneGate is first and foremost a walkable community with over 8 miles of connected trail systems (70-200’ wide) and multiple proposed access points to Forest Service Land, including common open space, parks, and trails. By removing traditional barriers of walls, fences, and traffic; the resulting connective network allows homes to be within walking distance from trails, parks, and other community amenities. Streetscapes, open space corridors, parks, easements, and drainageways will be linked in a single system, bringing nature into the community. The internal trail network connects destinations such as the neighborhood center, community parks, trailheads, overlooks, and active and passive park spaces.

SERVICES AND FACILITIES

StoneGate will provide water, sanitary sewer, drainage facilities, communications, gas, and electric master infrastructure to each of the planning areas and each final parcel. The master infrastructure

facilities serving the planning areas will be sized appropriately to allow flexibility within the community for housing densities to fluctuate.

StoneGate met with NV Energy, Utilities Inc., TMWA, Washoe County, City of Reno, AT&T, Charter, and CC Communication to assure efficient and timely utility service, possible potable reuse system, and availability of 1-gigabit service for all residences.

COMMUNITY DEVELOPMENT STANDARDS

StoneGate's architectural review committee will insure the details outlined in this handbook are followed while honoring the rustic traditions of Heinz Ranch.

IMPLEMENTATION

The StoneGate PUD shall be administered by the Zoning Administrator or his/her designee as defined in the City of Reno Land Development Code.

There will be a master developer in place from the first stage of development of the PUD. This master developer will continue throughout the development of the PUD until a master homeowners' association or other entity is created to serve the role of the master developer. StoneGate's master developer will be responsible for providing the major infrastructure and common area improvements.

REVIEW PROCESS, AMENDMENT PROCESS, PHASING

The StoneGate Master Planned Community Development Handbook incorporates the vision of mountain living combined with environmentally innovative designs as it relates to the implementation of its land use, traffic, open space and trails, storm water management, and community design standards to be one of the most connected and accessible developments within the City of Reno. Drawing on the innovative vision of the City of Reno's master plan update, StoneGate is a strong partner offering affordable outdoor living and incorporating the mountain environment and its attributes. StoneGate is proud to be part of the responsible and connected evolution of the City of Reno as our community grows to accommodate the burgeoning population and economic development of our region.

StoneGate is a smart housing plan for Nevada's future.





INTRODUCTION

PURPOSE The purpose of the introduction is to establish the context, background and existing conditions of the StoneGate PUD site.

IN THIS SECTION:

- Introduction
- Site Location
- StoneGate Planned Unit Development Vision

INTRODUCTION

The StoneGate Planned Unit Development (PUD) Handbook serves as the design standards to guide future development of the StoneGate Community.

The PUD highlights the natural attributes of the site including slopes, drainageways, views and native vegetation that define roadways, residential areas, open space and trail corridors and a neighborhood center. The integrated trails and drainageways will be the connective tissue of the project and provide destinations along the corridor connecting residents to nature and to each other.

STRUCTURE OF THIS DOCUMENT

This PUD Handbook is organized into the following chapters;

- Land Use
- Traffic and Circulation
- Common Open Space
- Services and Utilities
- Community Development Standards
- Implementation

Refer to
Appendix A:
Legal Description

APPENDICES

The following documents and supplemental information is included in the Appendices;

- Appendix A: Legal Description
- Appendix B: Conceptual Drainage Report
- Appendix C: Conceptual Sewer Report
- Appendix D: Conceptual Water Report
- Appendix E: Geotechnical Research Report
- Appendix F: Traffic Impact Report
- Appendix G: Environmental Report

SITE LOCATION

The project is located approximately 13 miles north of the U.S. 395/Interstate 80 Interchange and encompasses 1,378 acres of grassland pastures, Peavine foothills sagebrush and pine woodlands. The site is bordered by U.S. 395 to the north. A combination of private property and public lands surrounds the site to the east, south, and west.



Figure 1: Context Map



SITE CHARACTER

The site's bowl-like topography gives way to sweeping views overlooking Whites Lake and the alkali playa across the valley. Hammond Hill, Chase Canyon and Lionshead Rock are prominent natural features within the project site that contribute to the overall special character.

Peavine Summit serves as the backdrop to the project site. The Peavine Mountain Range forms one of the most dominant geographical features in the Reno/Sparks area with overland trails connecting to Dog Valley.

The site has a long abandoned homestead with barn and outbuildings in various forms of decay. The lower bowl of the site is still used for cattle and horse grazing. Bisecting the lower north bowl that fronts US 395 and the upper southern montane is an existing raised railroad owned and maintained by Union Pacific, with an existing wood undercrossing. In close proximity and running parallel to the tracks is the overhead 345 kV Alturas transmission line.

The upper and lower sites have distinctly different characteristics. The lower site has been grazed for decades. Trees are limited in this area and sagebrush is prevalent and in good condition. Ephemeral streams flow from the west. The topography is relatively flat with some steeper hills at the southwest and northeast corners, creating a valley for future residences. The upper portion of the site is characterized by abundant pines and sagebrush with steeper terrain and a number of promontory hills overlooking the valley of the lower site.

Special places on the site include Chase Canyon, an aspen grove and ephemeral stream site surrounded by rock outcroppings and Wildflower Hill overlooking the lower site. The Plateau, Hammond Hill and Lionshead Rock with are visually prominent. Existing springs at the western edge of the project site and former cabin (lost cabin) location offer a small micro ecosystem and potential destination for future residents.

HISTORY

With green pastures, rolling sagebrush and scenic ridgelines, the Heinz Ranch is a gateway seen by visitors entering Nevada from the northwest. A working ranch for nearly 120 years, Heinz Ranch played an integral role in the infrastructure, economic and educational development of the Truckee Meadows. Since the 1880's the ranch served weary travelers when it was a stagecoach stop between Reno and Susanville, California. It served as a community schoolhouse and the area's only post office in the early 1900's. The ranch has had an impact in the region as well, perpetuating a strong heritage of ranching, wildlife preservation and outdoor activity.



PROJECT SITE MAP



Figure 2: Project Site Map

STONEGATE PUD VISION

CONNECTION TO NATURE

Each home in the community will be within walking distance to a trail corridor. The extensive network of trails will provide opportunities for residents to walk, bike and gather as well as connect to the community park, neighborhood center and trailheads.

INNOVATIVE WATER MANAGEMENT PRACTICES

The presence of on-site springs provides a unique opportunity to capitalize on water to create destinations in the landscape. Natural and created riparian corridors will attract local flora and fauna, as well as collect stormwater runoff to improve water quality and increase groundwater infiltration.

ARCHITECTURAL AND SITE DESIGN COMPLEMENT THE NATURE OF THE SITE

The character of the architectural design and site amenities will complement the natural, rural and rustic elements of the landscape and create a synergy between the community and the outdoors. Incorporation of natural materials, reuse of on-site materials and context sensitive design will create a character that blends into the natural setting. Minimal fencing will be used to encourage community and to create a visual connection to the outdoors. This will be coupled with narrowed street sections and minimal curb and gutter design to further enhance the natural surroundings.

ABOUT THE MASTER PLAN

LAND USE

The PUD will provide a maximum of 3,815 single family residences and 320 multi-family units. At the neighborhood center, a mix of local retail and community buildings will provide amenities to bring residents together. This will be a community gathering point with a community center and other retail and commercial uses such as daycare, retail, neighborhood commercial, satellite healthcare, library, fitness center and other community amenities. Land use will be addressed in more detail in Chapter 2.

TRAFFIC AND CIRCULATION

The arterial parkway will act as the vehicular spine of the community with arterial collector roads feeding in at three central roundabouts. Pedestrian and bicycle corridors will be located along trail corridors to connect neighborhoods along complete streets and internal trail connections. Circulation will be addressed in more detail in Chapter 3.

COMMON OPEN SPACE

At the heart of the plan is an integrated trail and drainageway system, which will act as the primary identity of the community. The trails respond to the site's topography and will connect a series of gathering spaces and points that bring the community together. Trails will be addressed in more detail in Chapter 4.

PHASING

The PUD will be built in phases over a number of years. Each phase will include roadway, infrastructure and trail improvements that tie in with the overall development. Phasing will be addressed in more detail in Chapter 7.

STONEGATE PLANNED UNIT DEVELOPMENT VISION



Figure 3: Illustrative Master Plan



LAND USE

PURPOSE The purpose of the land use plan is to establish a comprehensive framework for the development of residential, multi-family, public facilities, commercial and common open space to create a balanced community lifestyle that promotes healthy living and a connection to nature.

IN THIS SECTION:

- Land Use
- Permitted Uses and Standards
- Building and Lot Design

LAND USE INTRODUCTION

The StoneGate PUD consists primarily of detached single-family residential, attached single-family residential and a multi-family residential site. The PUD also provides a neighborhood center, community park and trails. Common areas, open spaces and trails will be interspersed throughout the PUD to respect the site's natural features and to develop a unique sense of community.

LAND USE OBJECTIVES

The Land Use Plan supports the vision for StoneGate through the following objectives:

- Create neighborhoods with convenient access to common areas, open space and trails networks.
- Establish a vibrant neighborhood center and community park for civic engagement.
- Preserve hillsides and natural drainageways to provide connections to adjacent open spaces.
- Provide a mix of single-family housing products at different pricing levels.
- Design for walkability and connections to open space.

LAND USE SUMMARY

The StoneGate Land Use Plan is organized into multiple planning areas, each of which is surrounded by common area, open space and trails. Each planning area promotes walkability and embraces the unique site characteristics based on location and geography. The goal of the land use plan is to create neighborhoods surrounded by common area, open space and trails with easy access from each home to the outdoors. Neighborhoods become places for individual identity through gateways, architectural styles and lot layouts.

The StoneGate Land Use Plan consists of the following areas:

- **Single-Family Residential (SFR):** Single-family residential provides for a range of lot sizes with a minimum of 4,000 SF in the lower site and a minimum of 15,000 SF in the upper site. Clustering may allow for smaller lot sizes based on vegetation, grading and drainage in upper site, but overall density will remain.
- **Multi-Family Residential (MFR):** Approximately 320 multi-family units are located in the lower site near US Highway 395.
- **Neighborhood Center (NC):** The Neighborhood Center offers as much as 60,000 SF of local retail/commercial services, as well as a Community Center with specialized amenities for residents.
- **Public Facility (PF):** The public facility designation provides for necessary public infrastructure facilities and uses including police and fire, schools, medical centers, libraries, churches, and other potential public or semi-public institutions.
- **Common Open Space (COS):** This area includes parks, open space, trails and roadway ROWs to promote outdoor activity and a sense of nature within the community. Common open space includes property that shall remain undeveloped, as well as a variety of active and passive recreational uses that will be maintained by individual HOA's or through the master developer.

LAND USE

For planning purposes, StoneGate has been broken down into sub units called planning areas. The five planning areas represent a potential sequential development pattern based on roads and infrastructure. Dwelling units may be transferred between planning areas. In no case will the total number of dwelling units within StoneGate exceed 4,135 units without an amendment to the PUD.

The table below summarizes the land use categories and densities.

LAND USE DENSITY TABLE

Phase	Planning Area	PUD Zoning Category	Acreage	Dwelling Units	Dwelling Units Per Acre
Phase 1	Planning Area 1	SFR4	200	880	4.4
Phase 2	Planning Area 2	SFR4/PF	240	1,110	4.6
Phase 3	Planning Area 3	SFR4/NC	175	690	3.9
Phase 4	Planning Area 4	SFR15	240	600	2.5
Phase 5	Planning Area 5	SFR4/MF30	109 (SFR) 11 (MF30)	535 320 (MF)	4.9 29
Common Open Space			403		
TOTAL ALL PHASES			1,378 acres	4,135 Units	3.0 du/acre

Figure 4: Density Table

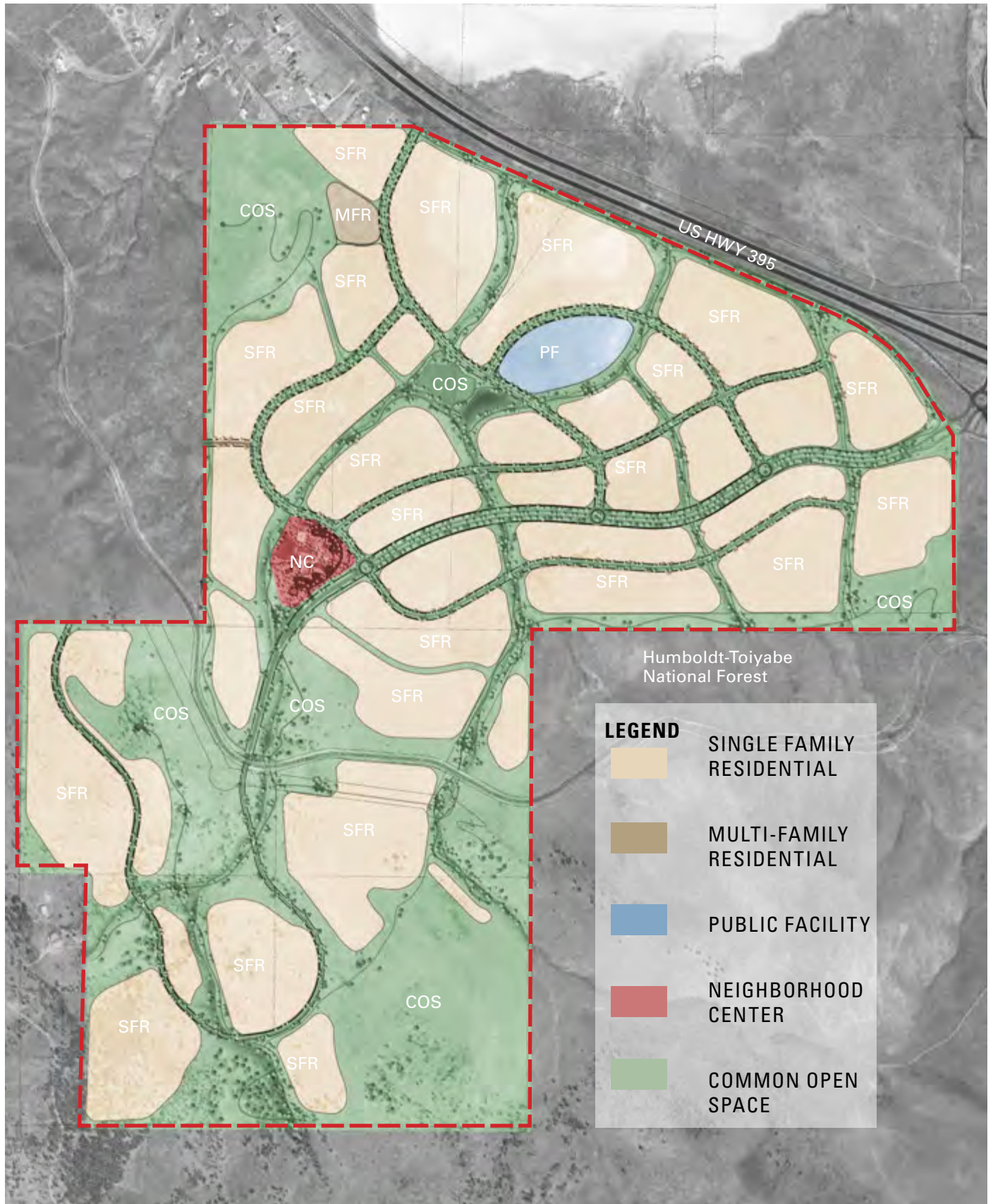


Figure 5: Land Use Plan

Refer to Page
57 of Handbook
for Lot and
Building Design
Standards

LAND USE

SINGLE-FAMILY RESIDENTIAL (SFR)

Single-family is the primary housing product in StoneGate. Single-family residential neighborhoods will gain identity from a combination of elements including natural land form, proximity to trails and centralized amenities. All neighborhoods will be walkable and connect to trail corridors. Housing types will have a variety of styles and configurations to create a distinctive identity.

Homes will be street loaded and are designed with front doors facing the street and garages with drive access from the street. Homes will provide a mix of housing types in the neighborhood. Housing types include but are not limited to:

- Clustered Home: Home oriented around a shared paved drive or courtyard that serves garages and minimizes paving.
- Carriage Home: One or two story home with a detached or semi-detached garage/guesthouse on the street with the front door facing a greenway or open space.
- Efficiency Home: Two or three story home on a smaller lot.
- Traditional Home: One or two story home on a larger lot.
- Active adult: Single story living, smaller and lower maintenance yards with more shared community and gentle recreation spaces, often maintained through a monthly association fee. Active adult may have separate community amenities for the use of residents separate from StoneGate.
- Split Level: One or two story home where levels are split to accommodate grade from either the side or front elevation.
- Townhomes: Two or three story home attached with a shared wall and consisting of several adjacent units.
- Duplexes: One, Two or three story with a single shared wall or floor (stacked duplex).
- Townhouse Clusters: A higher density townhouse option with a U-shape or O-shape configuration with rear elevations facing a common auto-court drive with access from the street.

MULTI-FAMILY (MF)

Multi-family units offer larger buildings with multiple units and shared amenities. As the densest product type in StoneGate, this type of housing should occur along arterial streets with access to open space, public facilities and the neighborhood center. Product types include stacked flats, courtyard apartments or townhome clusters.

- Stacked Flats: High density building type that varies in size, shape and stories. Typically arranged around one or more common courtyards. Each unit is typically one level and arranged along a common corridor. Parking is usually enclosed within the building, submerged below grade or surrounding the building pad.
- Courtyard Apartments: Courtyard apartments provide a more pedestrian oriented edge toward the street with a central courtyard that functions as the entry to the internal units. Parking is generally enclosed within the building or an open parking area adjacent to the building. Garages could be provided and accessed from a common drive.
- Townhouse Clusters: A higher density townhouse option with a U-shape or O-shape configuration with rear elevations facing a common auto-court drive with access from the street.

NEIGHBORHOOD COMMERCIAL (NC)

The Neighborhood Center will provide a community center including local residential amenities, such as a pool and amphitheater. Commercial land uses will provide a mix of retail and office uses to provide goods and services to residents. The neighborhood center should be a place for people, focused on shared spaces and plazas shaped by the buildings. Pedestrian movement and places for gathering should be prioritized for bringing the community together. Visibility should be maintained from the primary StoneGate arterial parkway into the community center and adjacent commercial areas. Development should embrace the adjacent trail networks and provide visibility and connections to the trail so the center can be accessed both from primary roadways and from the primary trail systems.



COMMON OPEN SPACE(COS)

Common areas, trails and roadways have been strategically located central to the community to provide a variety of active and passive uses. The community trails network along drainageways and roadways will provide connections, links to nature and central spaces for gathering, and active and passive play. Spaces will be provided along the trails and in parks for shade and resting, as well as active play. Parks and trails will be HOA maintained.



Open space includes site areas that will remain undeveloped to preserve certain stream corridors, natural drainageways, springs, meadows and forested lands. These common areas provide the opportunity to introduce trail connections for recreation and scenic value.

PUBLIC FACILITY (PF)

Schools and public facilities are an integral part of the community and easily accessed along safe and walkable streets. StoneGate shall reserve a site for use for civic or safety uses that may include, but is not limited to a public/private school, church, fire station, police substation or REMSA substation.



PERMITTED USES AND STANDARDS

PERMITTED USES AND STANDARDS

All development standards and procedures not addressed in this PUD will be in accordance with the Reno Land Development Code and Reno Municipal Code, as amended. If there is a conflict between City Code and the StoneGate PUD, the PUD shall prevail.

MEANING OF SUMMARY LAND USE TABLE CELL ENTRY

- Permitted "P" - The use is permitted as a principal use in the zoning district by right, and is not subject to a discretionary review procedure.
- Special Use Permit "SUP" - The use is permitted in that zoning district only after first obtaining a special use permit (SUP) according to the procedures and criteria set forth in RMC Section 18.06.405, as amended.
- Site Plan Review "SPR" - The use is permitted in the zoning district only after first obtaining administrative approval of a site plan review as set forth in RMC Section 18.06.407, as amended.

Use Category	SFR	MF	NC	COS	PF
Residential					
Cluster Development	P				
Multi-Family		P			
Single-Family, Attached/Condominium Townhouse	P	P			
Single-Family, Detached	P				
Zero Lot Line	P	P			
Commercial					
Bakery/retail			P		
Bar			P		
Barber/beauty shop			P		
Car wash			SUP		
Child care center			P		
Cleaners, commercial			P		
Copy center			P		
Drive-thru facility			SUP		
Financial institution			P		
Fitness center			P		
Freestanding Automated Teller Machine			P		
General personal services			P		
General retail store or commercial use other than listed			P		
Laundry drop-off/pick-up			P		
Office, other than listed			P		
Restaurant			SUP		
Service station			P		

PERMITTED USES AND STANDARDS

Use Category	SFR	MF	NC	COS	PF
Roadways, Utility box/well house, backup generator, pumping or booster station, water treatment facility, treated effluent facility, sewer lift station.	P	P	P	P	P
Uses operating between the hours of 11:00 p.m. and 6:00 a.m.			SUP		
Institutional, Public and Community Service					
Outdoor Amphitheatre*			P	P	
Church/House of worship				P	P
Communication facility, equipment only	P	P	P	P	P
Community/Event center	P	P	P	P	P
Electric utility substation	SPR	SPR	SPR	SPR	SPR
Government facility	SUP	SUP	SUP	SUP	SUP
Library			P		P
Post office			P		P
Public park or recreation area	P	P	P	P	P
Public transit or school bus shelter	P	P	P	P	P
School (Public or Private)					SPR
Temporary Uses					
Temporary construction structures	P	P	P	P	P
Temporary landscape yard	P	P	P	P	P
Temporary real estate sales office	P	P	P	P	P
Stockpiling	P	P	P	P	P

Figure 6: Permitted Uses and Standards Table

OUTDOOR AMPITHEATRE STANDARDS:

- Noise levels may exceed RMC Section 18.12.304 (Noise at Residential Property Lines) residential adjacency standards during approved hours of operation, Friday and Saturday and 11:00 a.m. to 10:00 p.m.
- A 6-foot tall earthen berm shall be constructed between the outdoor amphitheatre and the residential development to the adjacent west.



TRAFFIC AND CIRCULATION

PURPOSE The purpose of the circulation plan is to establish a framework for all vehicular streets, bike lanes sidewalks and trails to provide safe, efficient and multimodal movement in and around the StoneGate PUD.

IN THIS SECTION:

- Introduction
- Vehicular Circulation
- Intersections and Roundabouts
- Gateways

INTRODUCTION

The streets within StoneGate PUD include a hierarchy of roadways that consists of a primary arterial parkway, arterial collector streets, neat streets, and local streets. The streets are intended to provide access between neighborhoods and facilitate bike and pedestrian connections to the trail corridors and open spaces.

OBJECTIVES

The Traffic and Circulation Plan supports the vision for StoneGate through the following objectives:

- Build safe and easily navigable roadways for access in and around the community.
- Maintain a rural experience by controlling intersections using roundabouts and stop signs as opposed to traffic signals.
- Minimize paving and curbs to encourage water runoff onto natural surfaces thereby increasing groundwater infiltration.
- Provide an internal circulation network that promotes alternative methods of transportation such as biking and walking.
- Increase safety along the roadways by providing designated spaces and controlled points of access for vehicles, bicycles, and pedestrians.
- Consider visionary approaches to the future of Reno's roadways such as planning for driverless cars, vehicle charging stations and active transit.
- Support the jobs to housing balance by providing access to future planned regional development to reduce vehicle miles travelled (VMT) in the North Valley's.
- Continue the feasibility studies and negotiations with Union Pacific (UP) for the use of the rail line for light rail transportation.
- Encourage development to loop roadways to better utilize the Bordertown Interchange.
- Encourage landscaping and signage as a gateway to Reno.

OVERALL CIRCULATION

The comprehensive traffic analysis prepared for the StoneGate PUD includes 4,135 residential units, 60,000 sq ft. of commercial/retail space, and schools for approximately 1,232 students. Actual project trip generation should be used as the indicator of traffic levels and impact assessment. Therefore, any project land use mix that generates less than 26,963 daily, 2,126 AM peak hour, and 2,508 PM peak hour external trips is considered an equivalent project from a traffic impact perspective.

Refer to
Appendix F for
Traffic Impact
Report.

Intersection configurations, roadway sizing, and improvements necessary for the safe and efficient management of project traffic are discussed in detail in the Traffic Impact Study for StoneGate PUD.

POTENTIAL FUTURE ACCESS

StoneGate will provide access to adjacent landowners based on mutually agreed upon access locations and cost -sharing agreements to provide adequate circulation patterns both in and around the PUD.

TRAFFIC AND CIRCULATION

ELIMINATION OF FRONTAGE ROAD

Removal of the existing frontage road west of StoneGate Parkway is an appropriate long-term solution since the roadway will be relocated away from the interchange area and reduce the possibility of undesirable closely spaced intersections. This allows for NDOT to re-route traffic during emergencies. NDOT may use the frontage road for access, as required, and for the phasing and as a temporary road.

EMERGENCY VEHICLE ACCESS

Multiple points of access will be provided by the following roadways/access points:

- StoneGate Parkway (Main Access)
- Frontage Road west of the project (Secondary Access)
- Potential Emergency Access/Future Development Access at the southwest corner of the development area
- Potential Emergency Access/Future Development Access at the west side of the development area

ENTRANCE IMPROVEMENTS

The StoneGate community will have significant gateway entry features on the arterial parkway immediately south of the US 395 interchange. A large roundabout, designed to flow easily with future roundabouts at the US 395 northbound and southbound ramp terminals, will serve to create the gateway road geometry and connect the frontage road east of StoneGate Parkway into the new interchange configuration.

The proposed interchange enhancements, revised frontage road connection, gateway roundabout configuration, and the phasing of these improvements are illustrated and described in the Traffic Impact Study for StoneGate PUD.

Refer to Page 26 of Handbook for Gateway Elements

STREET TYPE TABLE

Street Type	Total ROW	Travel Lanes (Both Sides)	Median	Bike Lane	Sidewalk	Parking	Landscape and Drainage Corridor
Arterial Parkway (4-Lane)	180'	24'	20'	6'	None	None	50'
Arterial Parkway (2-Lane)	160'	14'	20'	6'	None	None	30' 50'
Arterial Collector	97'	12.5'	None	6'	5' - One Side	None	30' within sidewalk corridor
Neat Street	75.5'	10.25'	None	5'	6' - Both Sides	9'-One Side	12'
Local Street	45.5'	10.75'	None	None	6' Path - One Side	9'-One Side	9'-One Side. Landscape bump outs on parking, sidewalk side

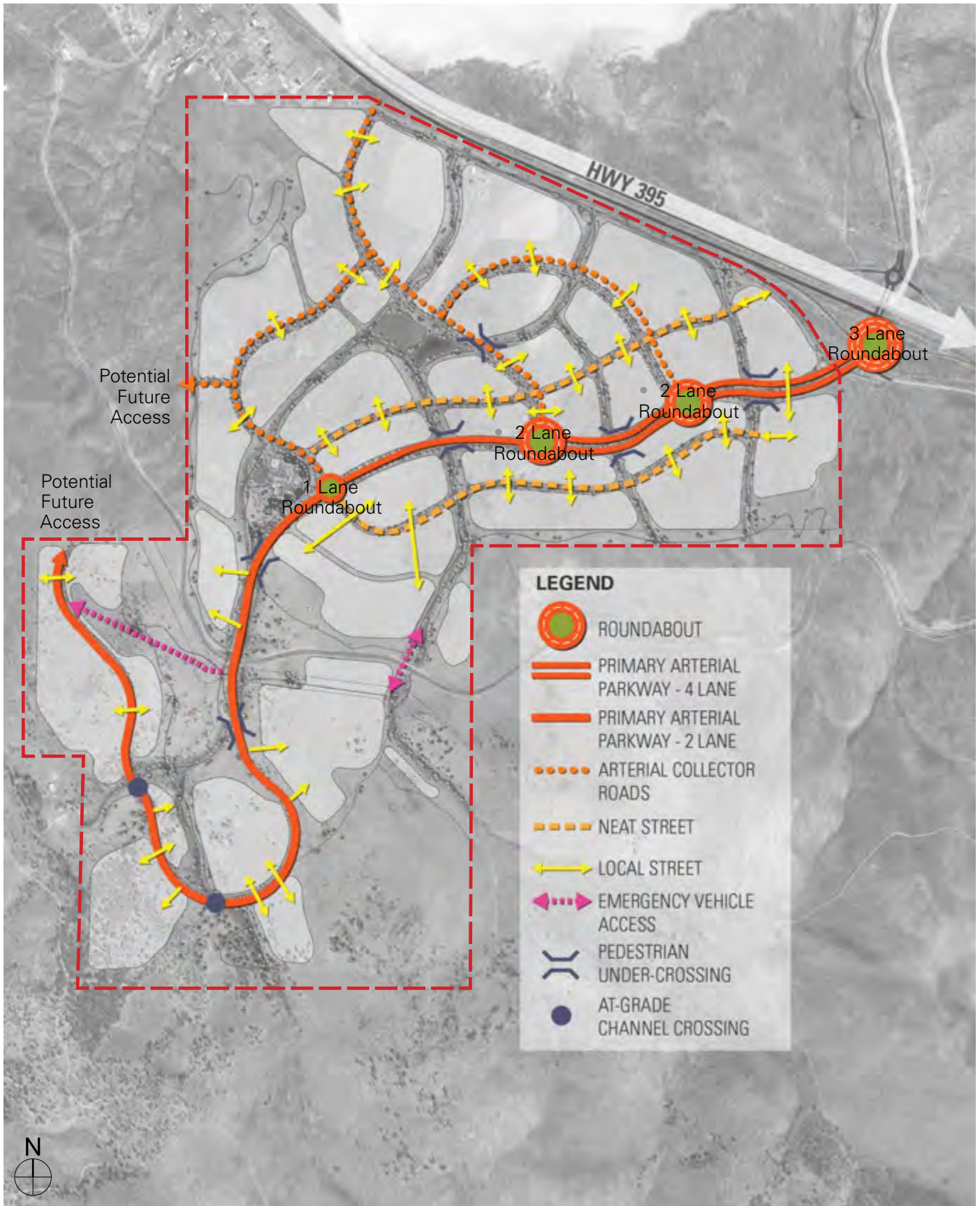


Figure 7: Circulation Master Plan

STREET DESIGN

Refer to Pages
59-61 of
Handbook for
Street Design
Standards

VEHICULAR CIRCULATION

The following section outlines the types of streets that will be in the StoneGate PUD.

ARTERIAL PARKWAY- FOUR LANE

The arterial parkway will be the vehicular spine of the StoneGate development. The roadway will be (4) four lanes wide, separated by a 20 foot landscape median and grade separation. Three roundabouts will control traffic and provide access to community collector streets, serving as opportunities for gateway signage and wayfinding. The parkways will not include sidewalks as pedestrian circulation will be encouraged along lower traffic local streets and trails. Either side of the roadway may include berming and drainageways, ornamental landscape and street trees as well as buffering and screening to homes that back the

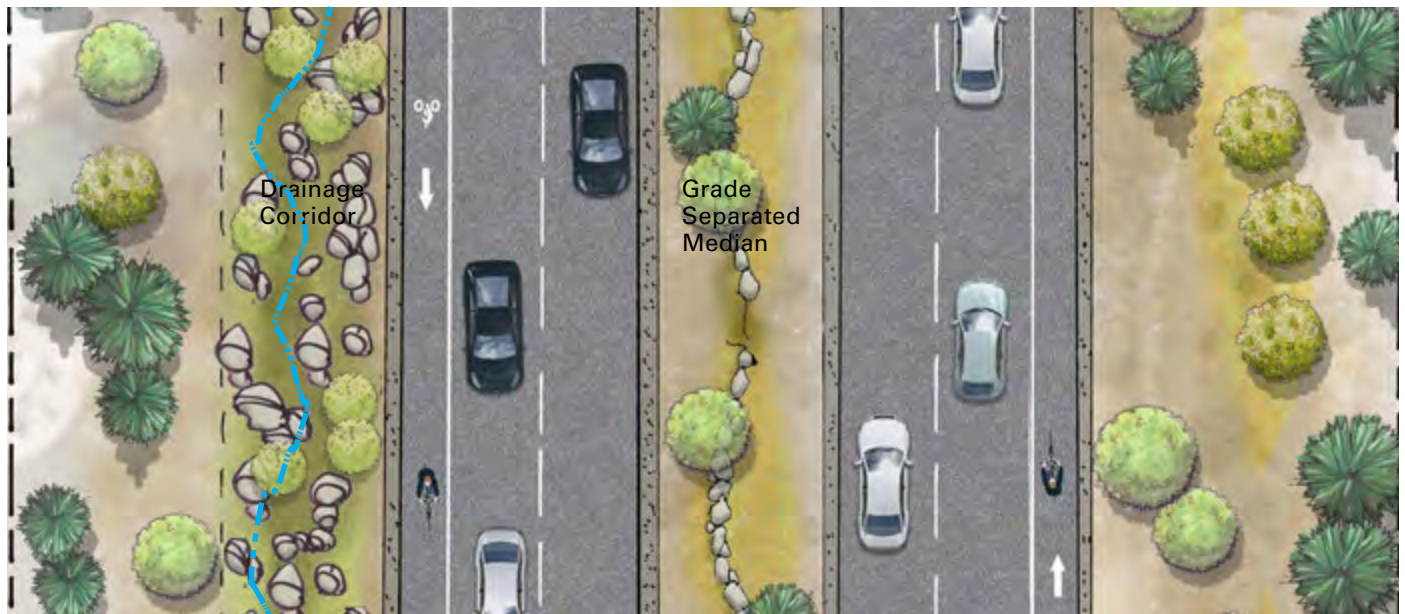


Figure 8: Typical Four Lane Arterial Parkway Section and Plan

roadway. The parkway will include generous 6' bike lane to encourage bike commuting and on-street cycling. Homes fronting the street and on-street parking will be prohibited on the four lane arterial parkway.

ARTERIAL PARKWAY- TWO LANE

The four lane arterial parkway will be constructed up until the second roundabout. Past this location it will transition to a two lane parkway with median and grade separation. Past the trestle bridge, the parkway will not include a grade separated median. Either side of the roadway may include berming and drainageways, ornamental landscape and street trees as well as buffering and screening to homes that back the roadway. The parkway will include generous 6' bike lane to encourage bike commuting and on-street cycling. Homes fronting the street and on-street parking will be prohibited on the four lane arterial parkway.

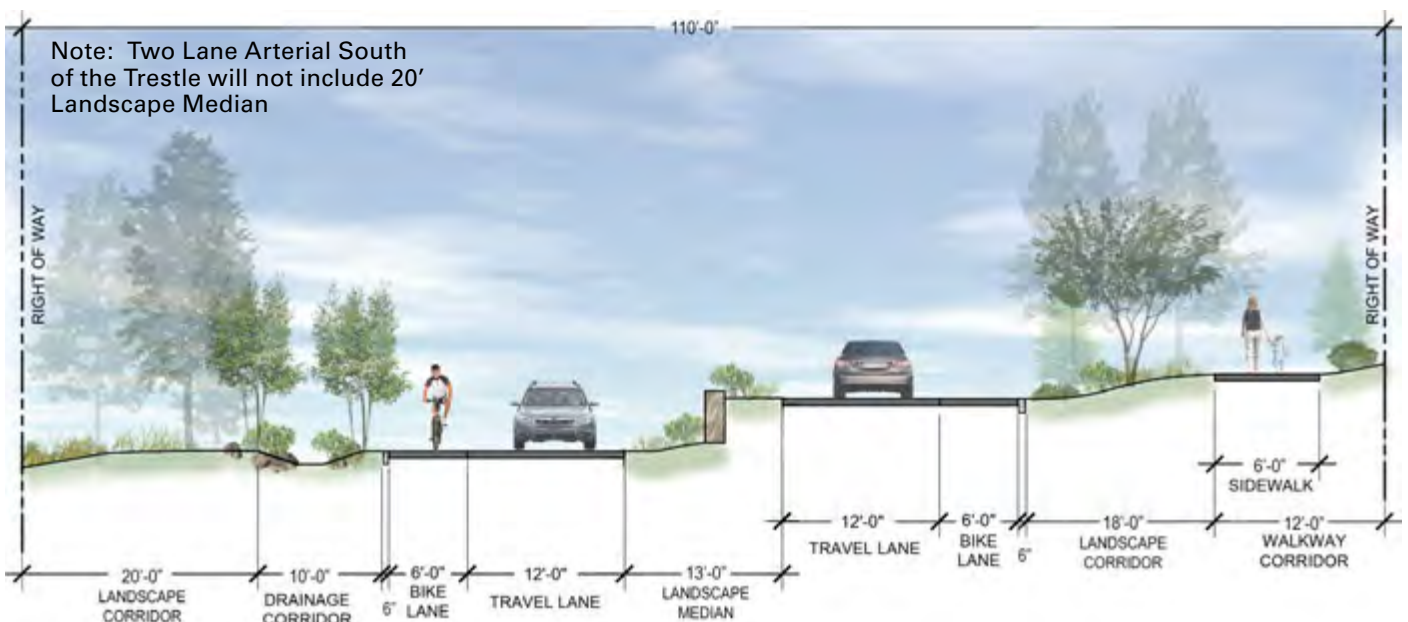


Figure 9: Typical Two Lane Arterial Parkway Section and Plan

STREET DESIGN

ARTERIAL COLLECTOR STREETS

The arterial collector roadways will connect to the arterial parkway and will be the primary access roads into the neighborhoods. The roadway will provide a generous 6' bike lane on each side to encourage bike commuting and on-street cycling. A multiuse trail will be on the uphill side of the roadway and a drainage channel on the opposite side of the roadway. Either side of the roadway will include street trees, ornamental landscape, berming and screening to homes that back up to the roadway. Homes fronting the street and on-street parking will not be permitted on the collector streets.

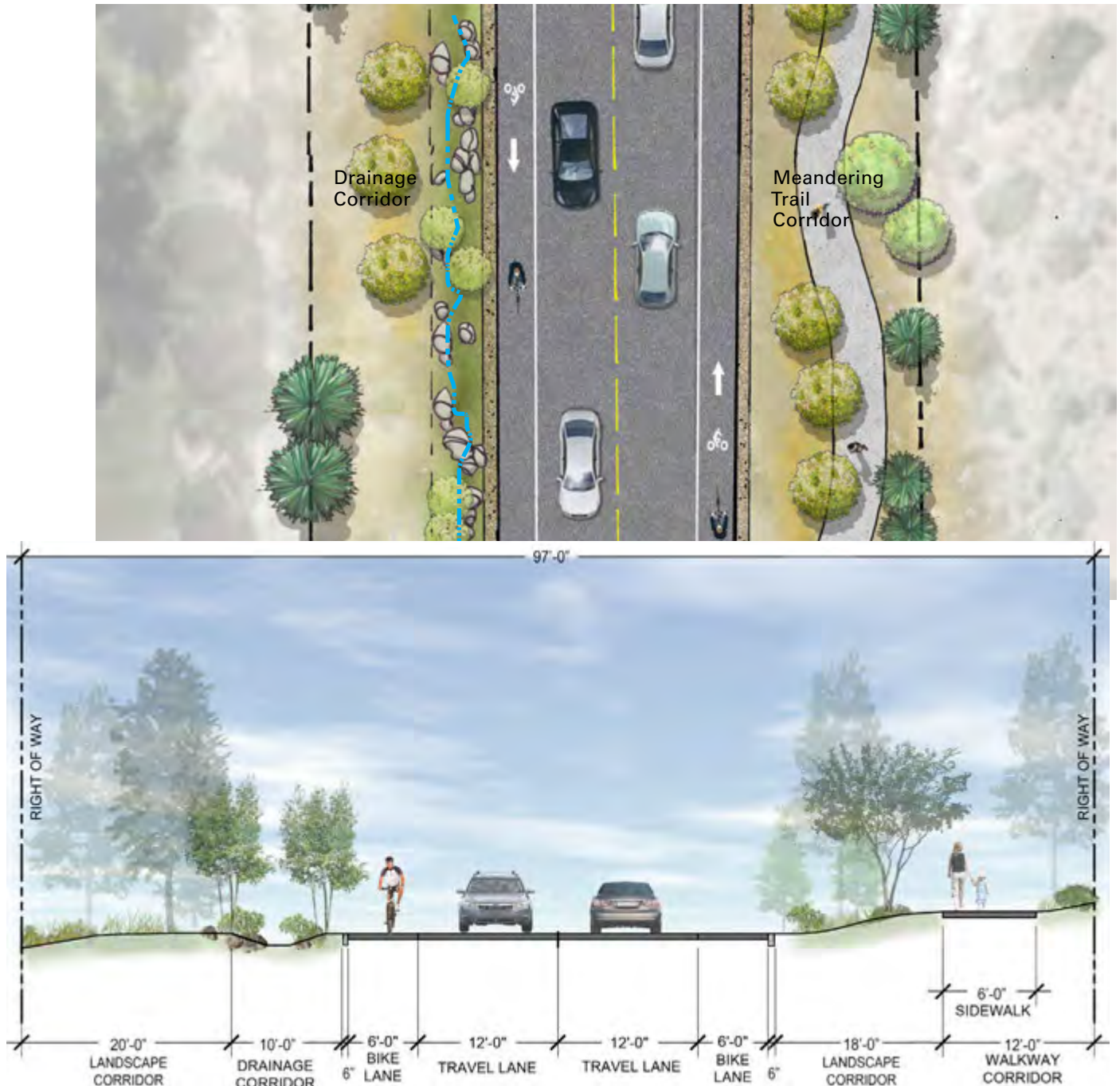
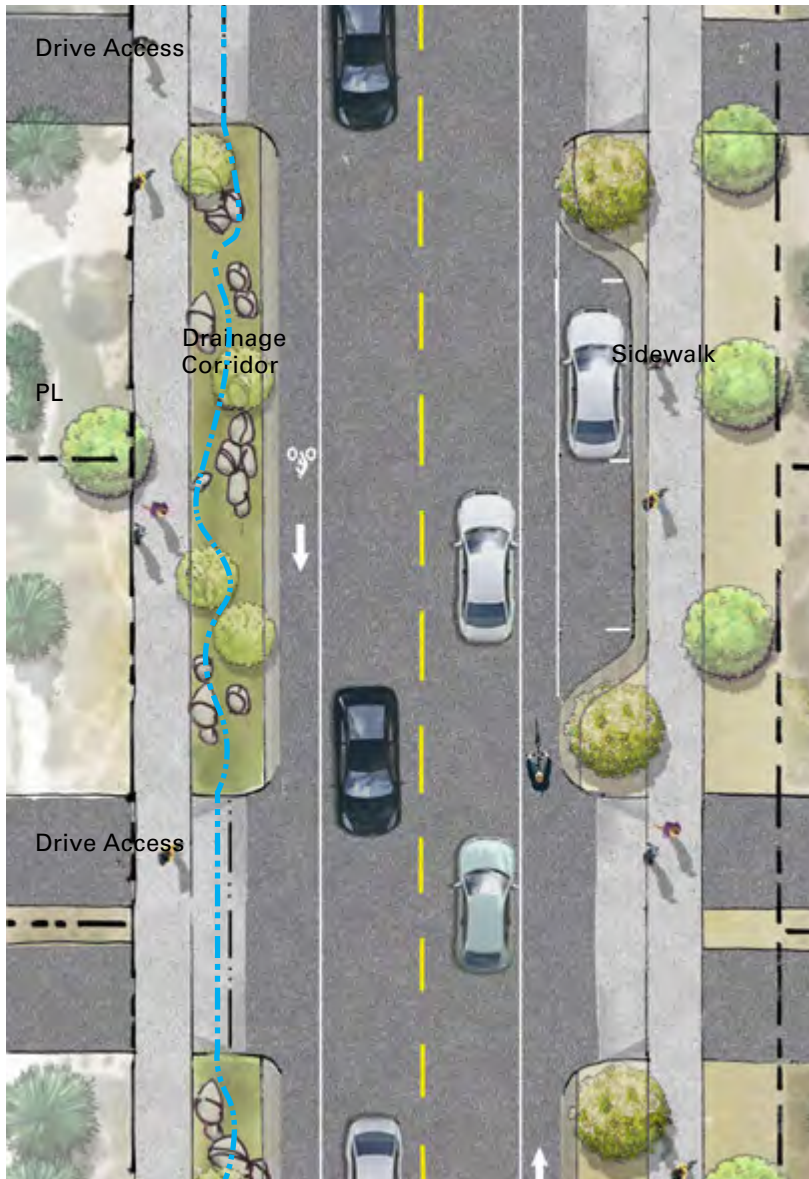


Figure 10: Typical Arterial Collector Section and Plan



NEAT STREETS

Neat streets focus on multimodal connections within the neighborhoods to access the trails and open spaces within the community. The roadway will provide a slightly narrower travel lane, with parking on one side to control traffic speeds and maintain a safe pedestrian and bike space. Sidewalks will be located on both sides of the street, separated from traffic by an landscape area and/or drainage corridor. Homes may front the neat street to create a sense of community safe for walking and meeting neighbors. All neat streets are encouraged to use traffic calming techniques such as landscape bumpouts at intersections and midpoints along the streetscape and raised or high visibility crosswalks to control speeds and maintain pedestrian safety in neighborhoods.

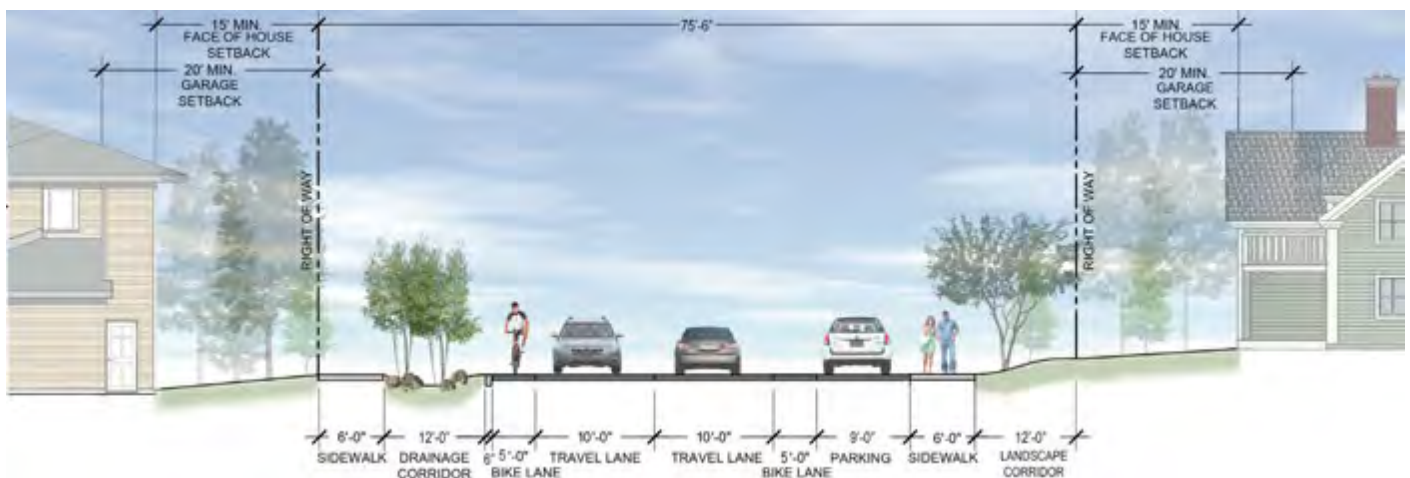


Figure 11: Typical Neat Street Section and Plan

STREET DESIGN

LOCAL STREETS

Local streets are the predominant street typology within the neighborhoods and include a travel lanes with on street parking on one side of the street, attached sidewalk on the uphill side and a drainage corridor along the opposite side of the street. All local streets are encouraged to use traffic calming techniques such as landscape bump-outs at intersections and midpoints along the streetscape, raised or high visibility crosswalks to control speeds and maintain pedestrian safety in neighborhoods.

To prevent vehicular headlights from entering directly onto the fronts of homes at entrances and ends of streets, additional landscape buffering should be used.

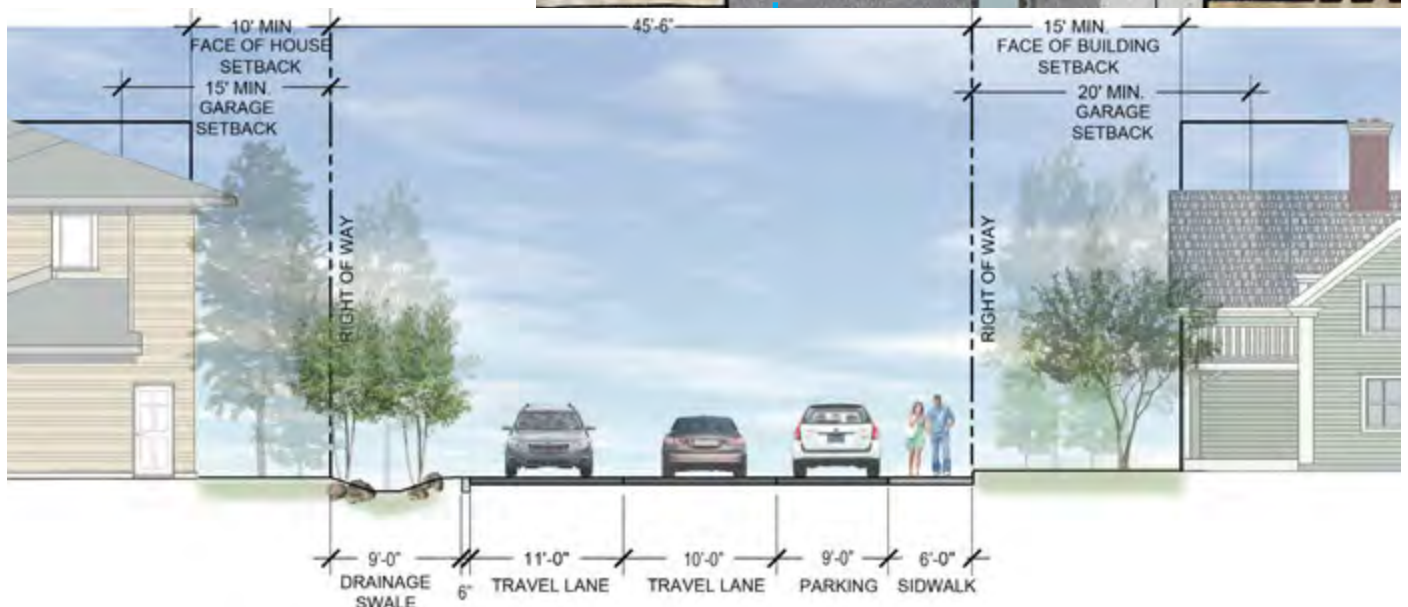
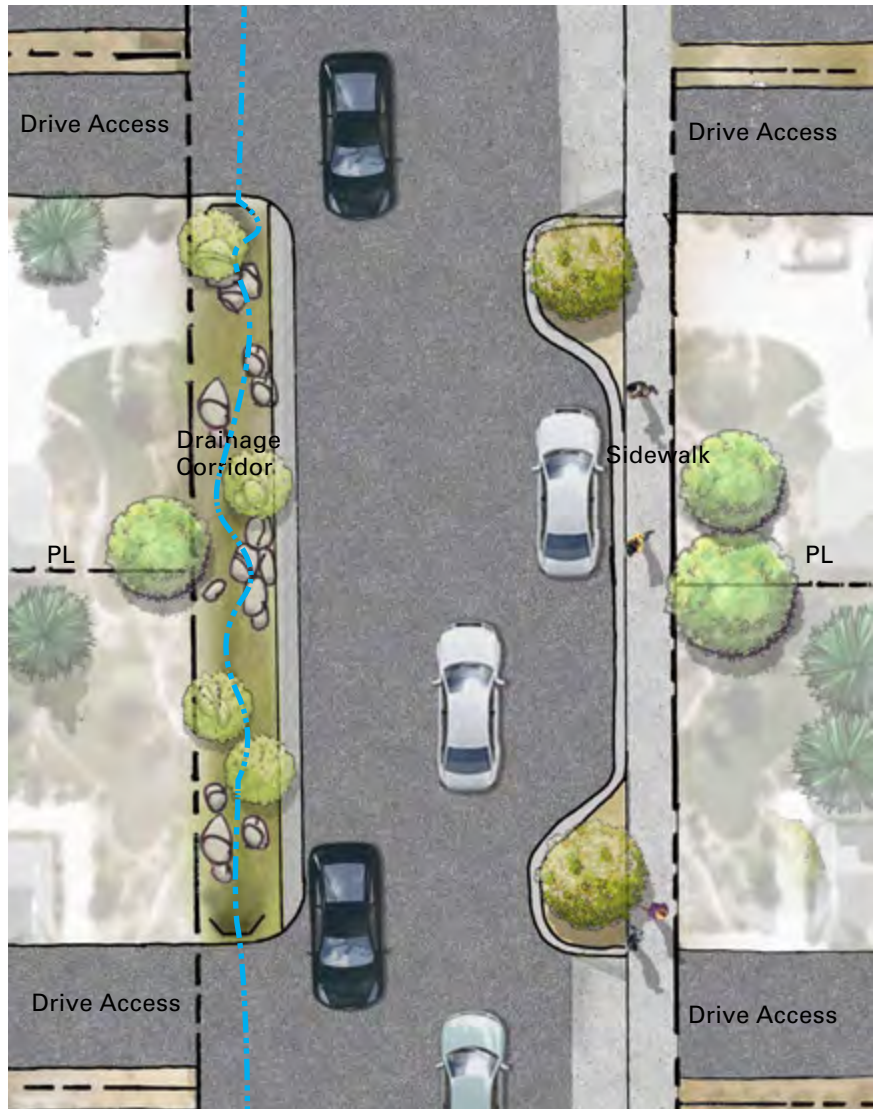


Figure 12: Typical Local Street Section and Plan

INTERSECTIONS AND ROUNDABOUTS

Three primary, roundabouts are planned along the arterial parkway; (1) three lane, (2) two lane and (1) one lane roundabout. Roundabouts are the preferred intersection treatment within the StoneGate community. Traffic signals are not permitted unless a roundabout is proven infeasible by a formal traffic engineering study thoroughly demonstrating why a roundabout cannot be constructed.

Refer to Page 61 of Handbook for Intersection Design Standards

All roundabout intersections shall be designed and constructed as “modern roundabouts” in accordance with the best practices outlined in Roundabouts: An Informational Guide (NCHRP Report 672), Second Edition unless superseded by a newer edition. To ensure top quality functionality and traffic operations, the designs shall be prepared by, or at a minimum peer reviewed by, a traffic engineer with demonstrated current experience in modern roundabout design using the latest standards.

Lane configurations, including bypass lanes, shall be per the StoneGate Traffic Impact Study except as modified by an updated traffic analysis based on more current traffic volumes or projections.

Landscaping and other vertical features in the roundabout vicinity shall not block intersection sight lines. To create visual interest and differentiate roundabouts, unique features and landscape at roundabouts are desirable within roundabout central islands.

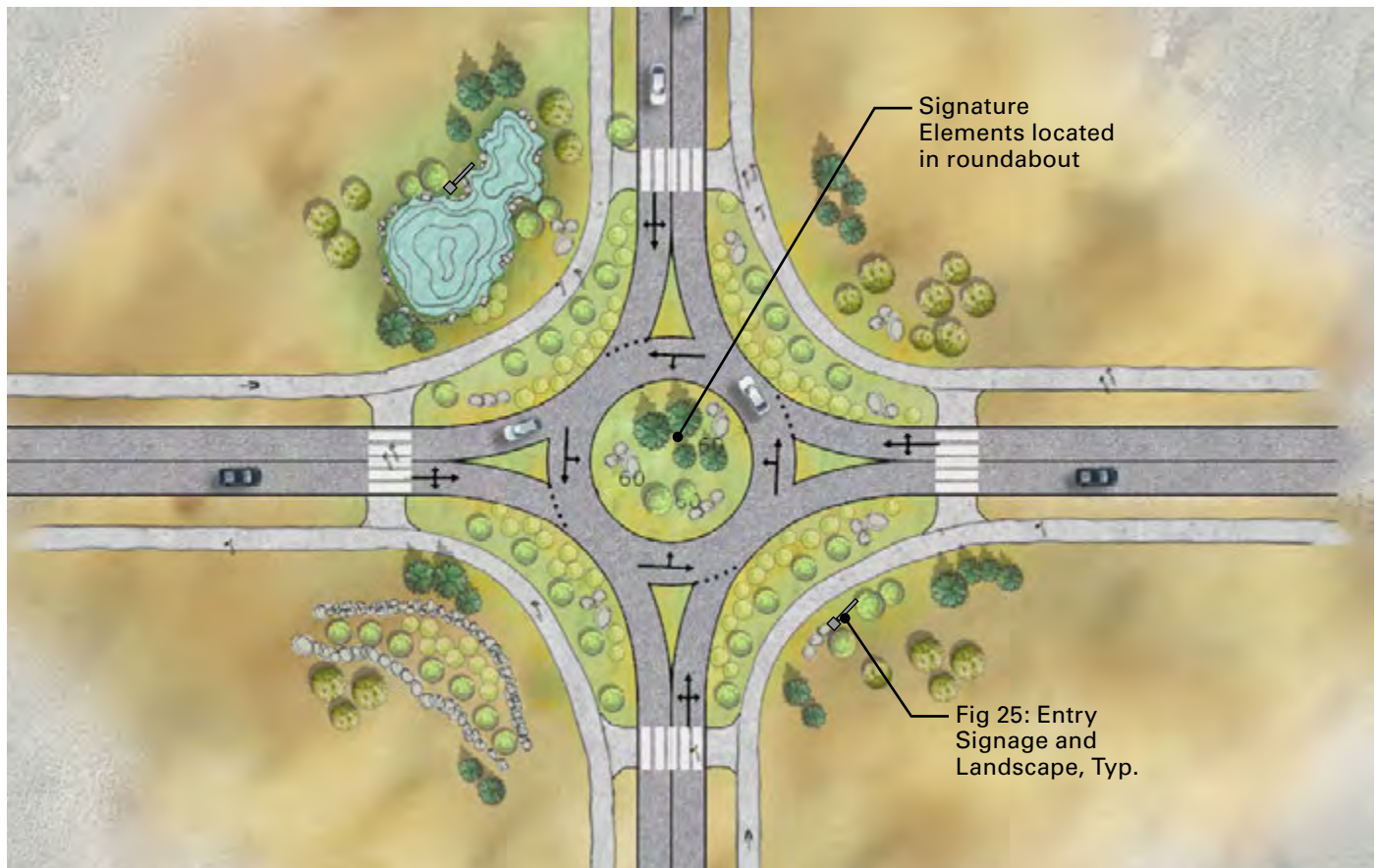


Figure 13: Typical Roundabout

INTERSECTIONS

INTERSECTIONS

Intersections occur at a variety of scales within the StoneGate PUD along arterial collectors, neat and local streets. Intersections shall be designed to provide proper geometry and sight distance triangles. Signing, striping, and traffic controls shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), current edition. Safe bicycle and pedestrian movement shall be a guiding principle in all intersection designs.



Figure 14: Typical Intersection

BICYCLE AND PEDESTRIAN CIRCULATION

The bicycle system includes trails, paths and lanes for all levels of ridership. The primary network of bike paths is within the internal trails and greenway system that links the community and should be designed to accommodate all riders from cyclists to recreational families. On-street bike lanes are designated along the arterial and collector roadways for more advanced and high speed riders looking to get from point A to point B fast and efficiently. Neat and local streets will have sidewalks wide enough to accommodate recreational and family riders connecting to the trails network.

All local streets within neighborhoods are planned to have a minimum of one side with a 6' sidewalk. These walks should provide connections to the internal trail systems that will act as the primary pedestrian circulation within the community. Designs should minimize pedestrian and vehicular conflicts wherever possible through traffic calming, designated vehicular-pedestrian zones and high visibility crosswalks.

BERMING AND SCREENING

TRANSIT CIRCULATION

As the StoneGate PUD develops, the master developer shall work with RTC and the Union Pacific Railroad on future transit options that could include alternative transit, buses and potential light rail line.

FUTURE PLANNING

Electric charging station may be included in the commercial development at the neighborhood center.

BERMING ALONG US 395

The existing NDOT drainage structures are inadequate to maintain the 100-year storm event. The NDOT frontage road unintentionally dams water and forces overflow onto adjacent properties. Removal of the frontage road and the introduction of landscape buffering along US 395 will alleviate flooding concerns. In addition, it improves roundabout circulation at the entry, allows for emergency access during emergencies and improves the visual appearance along the U.S. 395.

The landscape buffer will include a drainageway to collect and move water to a location where it will be managed and recirculated. Landscape screening to the backs of homes in the StoneGate community will include berming up to 10' high, evergreen trees and native landscape. A 12' wide maintenance path and trail will provide connectivity to neighborhood and community trail networks. Small gathering spaces will be located along the trail corridor

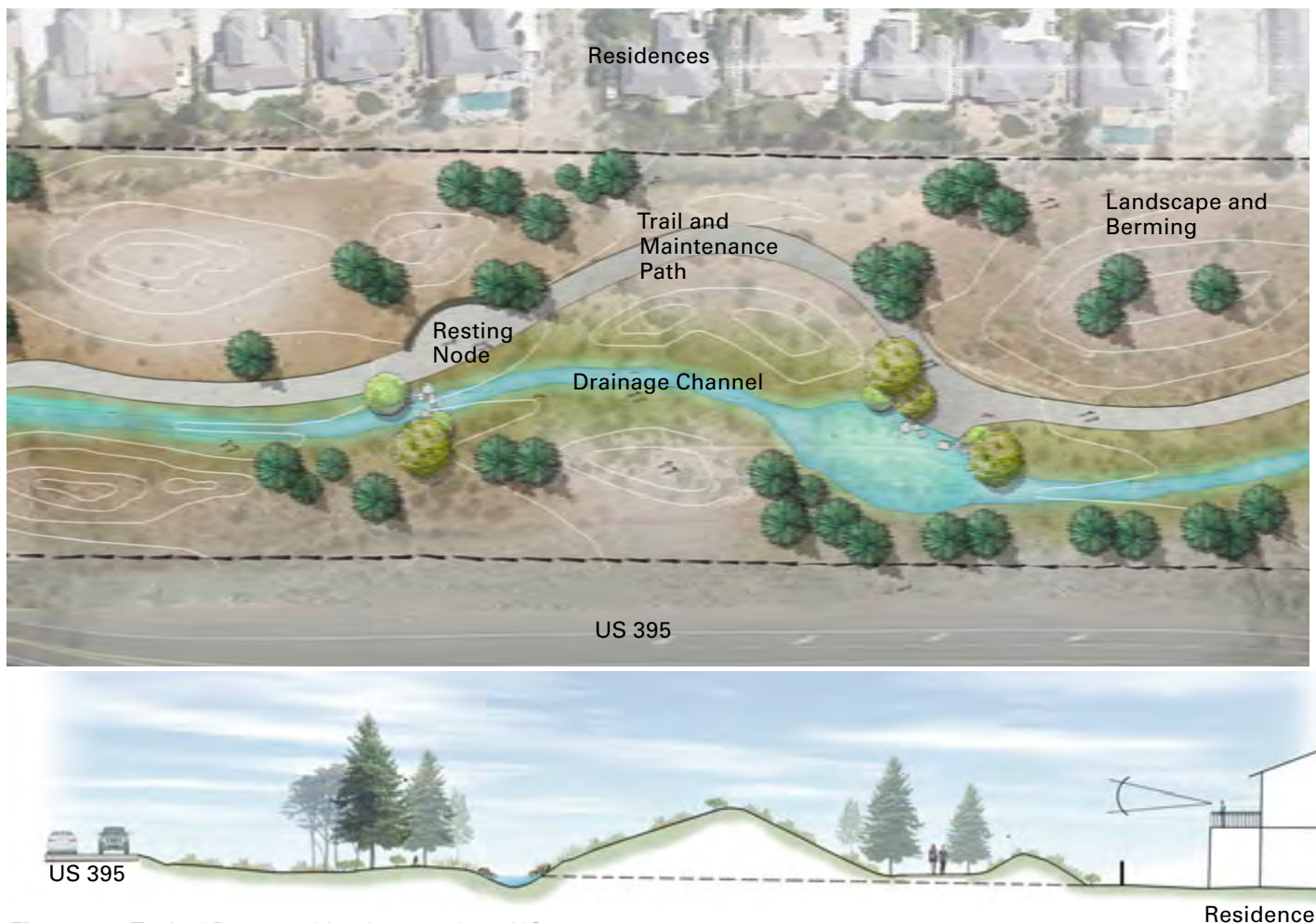


Figure 15: Typical Berm and landscape along US 395

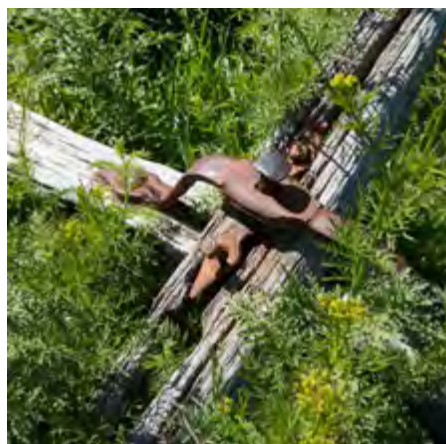
GATEWAYS

GATEWAYS

The gateways will define and identify the character and threshold to the StoneGate community. The primary gateway will be at the entrance into StoneGate, on the arterial parkway at the roundabout entrance from US 395. Monuments will be located with a strong visual presence from the roadway and set into the landscape through a series of low landscape rock walls and water features. A sidewalk will connect to trails and streetscape through the entrance.

GATEWAYS TYPE TABLE

Heriarchly	Gateway Type	Max. Height	Qty.	Lighting	Locaiton
Primary	Entry	60'	1	Integral	Main roundabout at 395 and Parkway
Secondary	Entry	40'	1	Integral	Secondary entry at 395
Tertiary	Community	20'	5 Min. (additional may be needed)	Uplight	Roundabouts and community amenities (neighborhood center and community park)
Local	Neighborhood	15'	NA	None	Intersections of collector roads and local roads
Specialty	Trestle	NA	1	None	Railroad trestle between upper and lower site.



Antique Elements to be incorporated into entry landscape and roundabouts

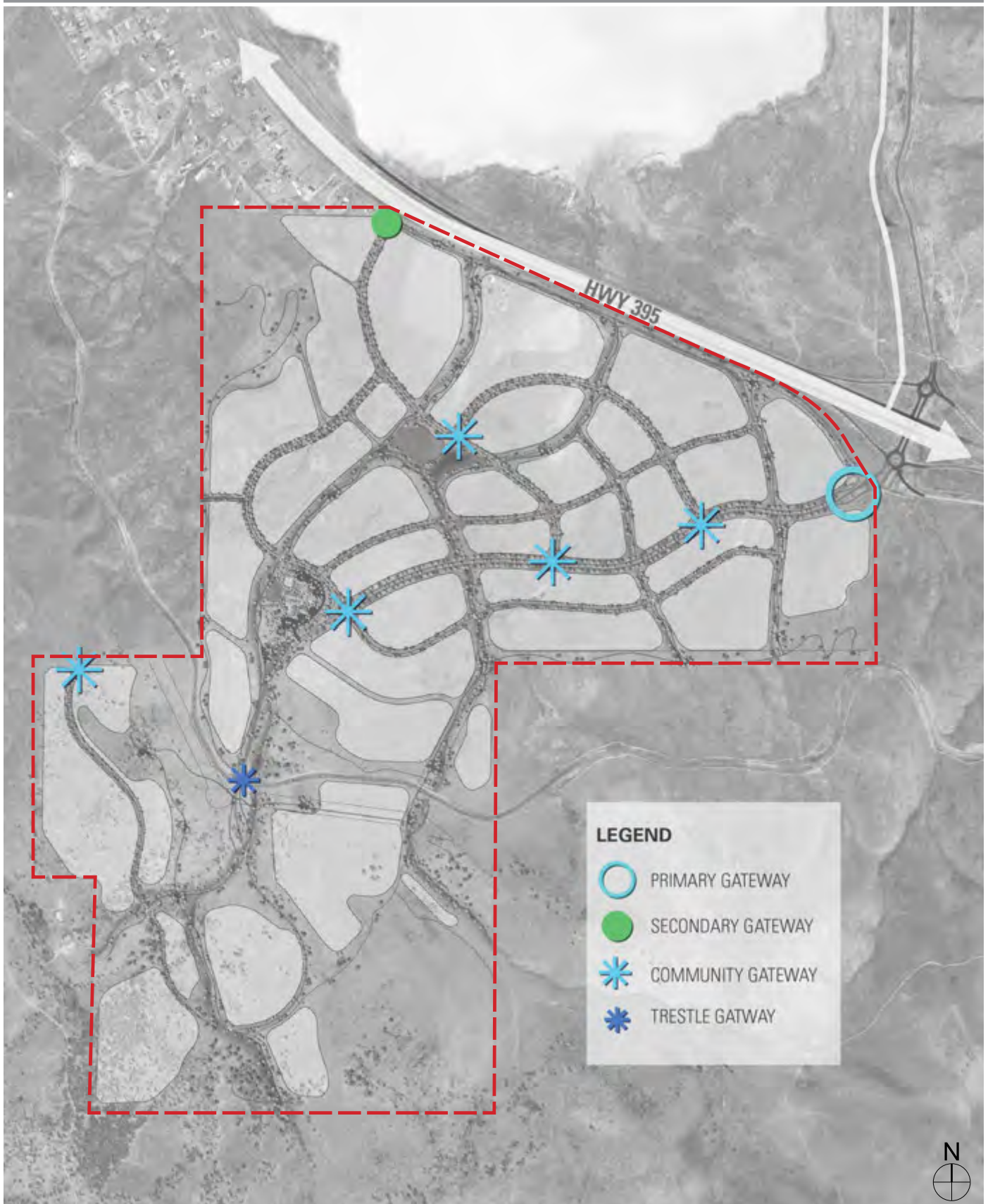


Figure 16: Gateway Diagram

PRIMARY GATEWAY

PRIMARY GATEWAY

To provide a substantial and welcoming entrance into StoneGate Community, monument signs have been developed that fit with the overall feel and design intent of StoneGate. The signs combine both natural stone and wood elements that blend in with the natural surroundings of the Reno area.



Figure 17: Primary Entry Illustrative Plan



Figure 19: Primary Gateway Entry Roundabout Feature



Figure 20: Primary Gateway Wall



Figure 18: Primary Gateway Tower

SECONDARY GATEWAY

SECONDARY GATEWAY

The Secondary Gateway will be located at the northeast corner of the property along Hwy. 395 and the collector road.



Figure 22: Secondary Gateway Concept



Figure 21: Illustrative Site Plan of Trestle Crossing



Existing Trestle

TRESTLE CROSSING

The trestle crossing is a gateway between the upper south site and lower north site. The primary arterial parkway crosses under the existing UP Railroad line, creating a unique threshold from the upper and lower site. The gateway will incorporate natural stone walls, pedestrian trail crossing and drainage crossing from the upper to lower sites.

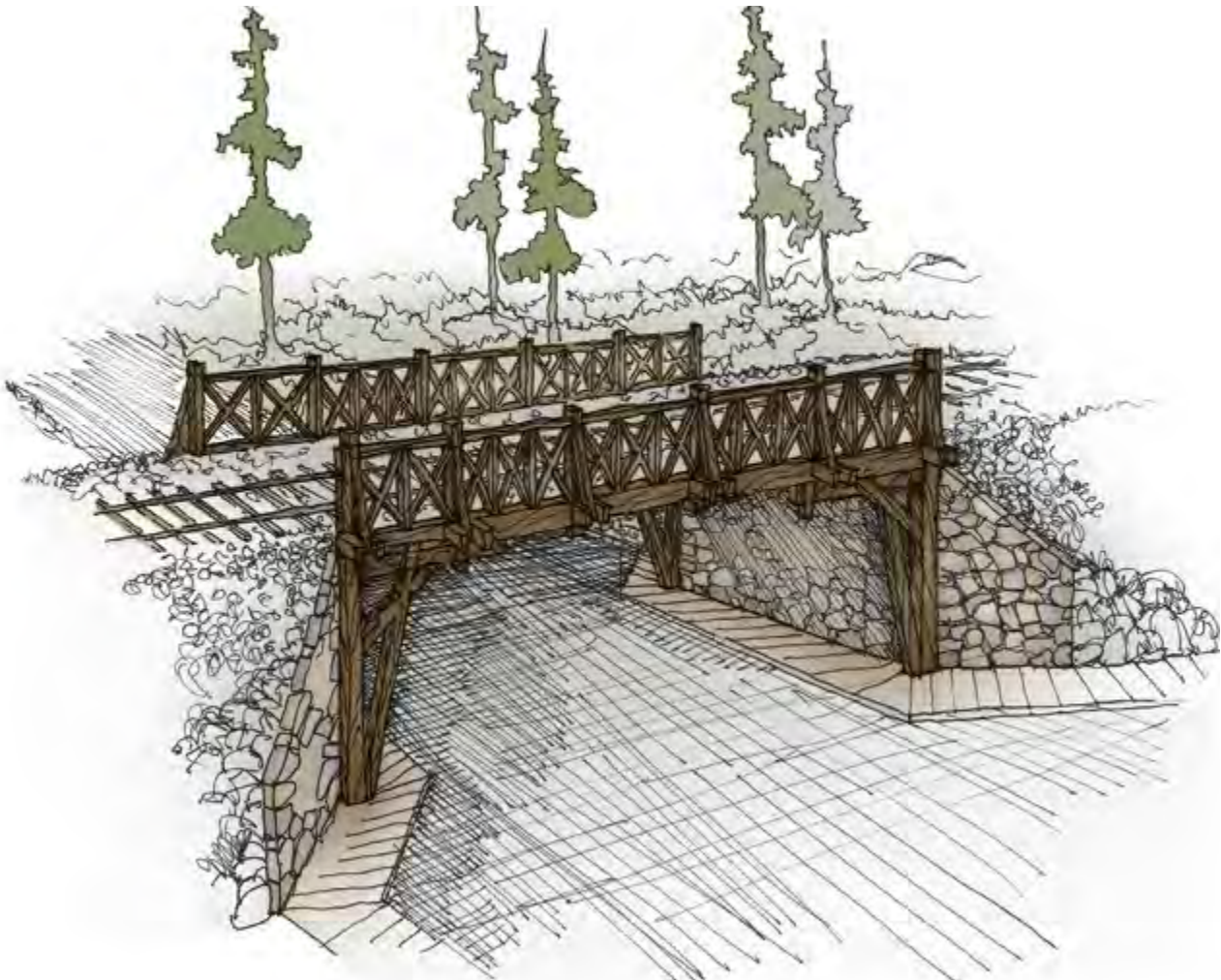


Figure 23: Illustrative of Trestle Crossing

COMMUNITY GATEWAYS

COMMUNITY GATEWAY

Throughout the StoneGate there are various access points for community services, facilities, and buildings that require signage and/or entrances. The community gateway will be located at the roundabouts along the main parkway, at the neighborhood center and community park site. These elements have been designed with the use of natural elements like stone and wood with minor detail components of metal.



Figure 24: Community Gateway

NEIGHBORHOOD GATEWAYS

Each neighborhood will have its own unique gateway including signage. The gateway is a symbolic gesture of a 'stone gate' to suggest crossing a threshold into the unique neighborhoods. These elements will be located within the ROW, set back into the landscape and will not impede sidewalks. Gateways could also be incorporated along trail corridors at pedestrian entries and within active nodes to designate notable locations. Examples of the variations on neighborhood gateways are shown below, each neighborhood gateway should be unique.

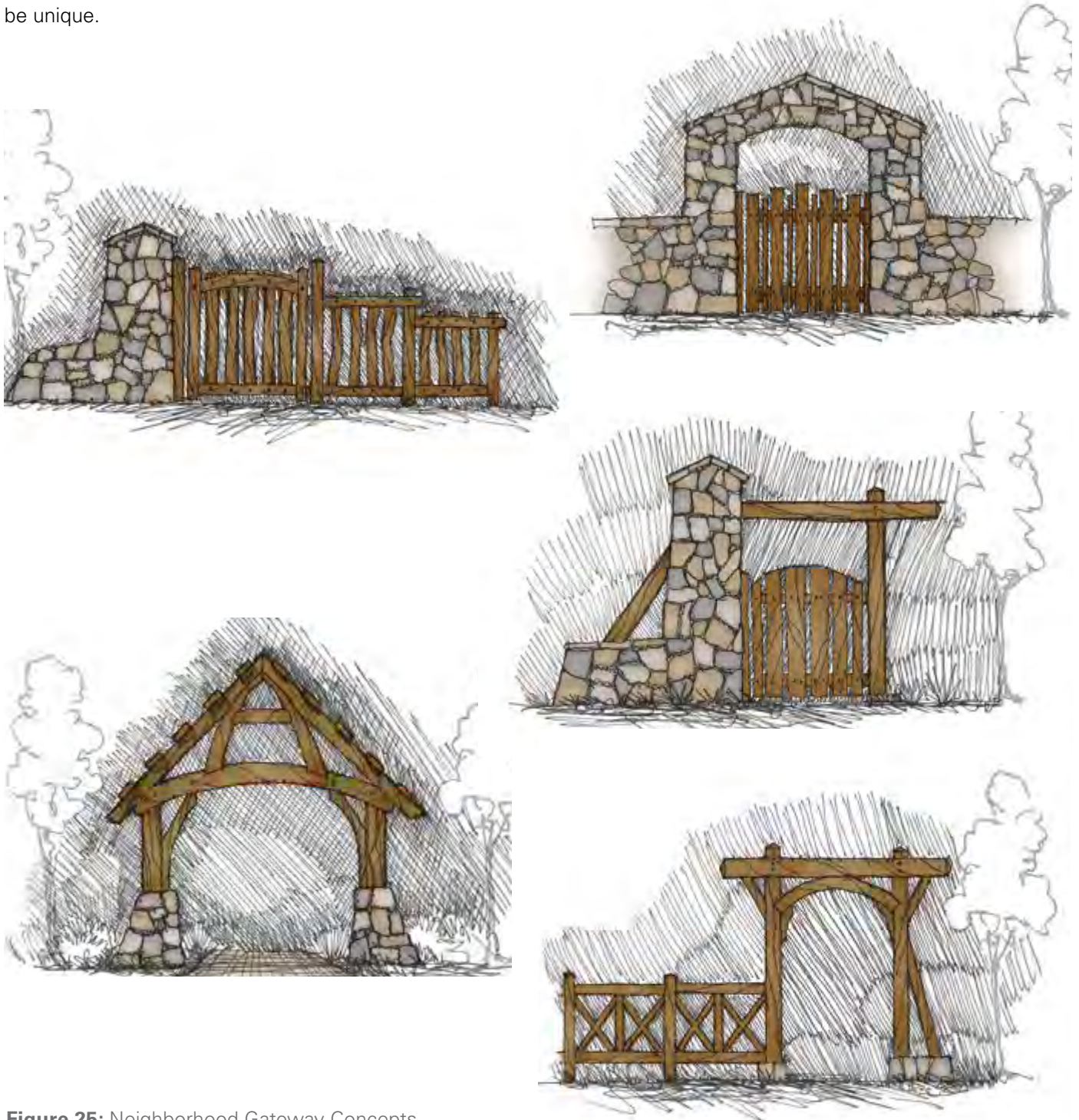


Figure 25: Neighborhood Gateway Concepts



COMMON OPEN SPACE

PURPOSE The purpose of the common open space plan is to establish a comprehensive framework for the development of trails, parks and open spaces to create a connected network for environmental benefit and health and wellness of the community.

IN THIS SECTION:

- Overall Common Open Space
- Trails and Trailheads
- Lookout Towers
- Community Amenities

INTRODUCTION

The Common Open Space includes an abundance of open space, parks and trails and will be the connective network of the StoneGate PUD. Every home will be within walking distance from a trail. By removing traditional barriers of walls, fences and traffic, trails will be accessed from neighborhoods by walkable local streets. Streetscapes, open space corridors, parks, easements and drainageways will be linked in a single system to bring nature into the community. The internal trail network will connect to destinations such as the neighborhood center, community parks, trailheads, overlooks and active and passive park spaces.

Trail corridors ranging between 70'-200' wide, will provide channels for water conveyance for existing on-site water for low flow and 100-year flood events. The trails within the channels will provide for maintenance. Vegetation along these drainageways will encourage wildlife habitat. Channels will be constructed using water quality best management practices to minimize the environmental impacts of development and to minimize use of rip rap along the channels.

OBJECTIVES

The Common Open Space Plan supports the vision for StoneGate through the following objectives:

- An inclusive common area, open space and trails network that is accessible by every home in the community.
- A trail system that highlights water by improving water quality and groundwater recharge.
- Creation of habitat for birds and wildlife in the community.
- A safe place to walk, bike, rest and play with connections to the neighborhood center and parks.
- Connection to the USFS trails.



PRIMARY TRAIL

- Multi-Use Paved Trails
- Larger Corridor
- Community-Wide Use



SECONDARY TRAIL

- Multi-Use Paved Trails
- Smaller Corridor
- Localized Use



TERTIARY TRAIL

- Pedestrian Trails
- Informal, soft surface Paths
- Connections To National Forest

COMMON OPEN SPACE

OVERALL COMMON OPEN SPACE PLAN

Trails will be provided along the primary (community) and secondary (neighborhood) corridors through the core of the project. A central community park is located at the center of the trails system. A buffer, trail and water channel will be located parallel to US 395. Neat streets will provide primary residential connections and local streets will access the trails via neighborhood connections. Trailheads will be provided to connect the trail system to adjacent US National Forest Service land.

Common open space, including parks and trail corridors will be phased with development.

OFF-SITE TRAIL ACCESS

The master developer will coordinate with local groups like the The Biggest Little Trail Stewardship' (Formerly known as Poedunk) to design, construct and maintain trails around Peavine Mountain and Toiyabe National Forest.

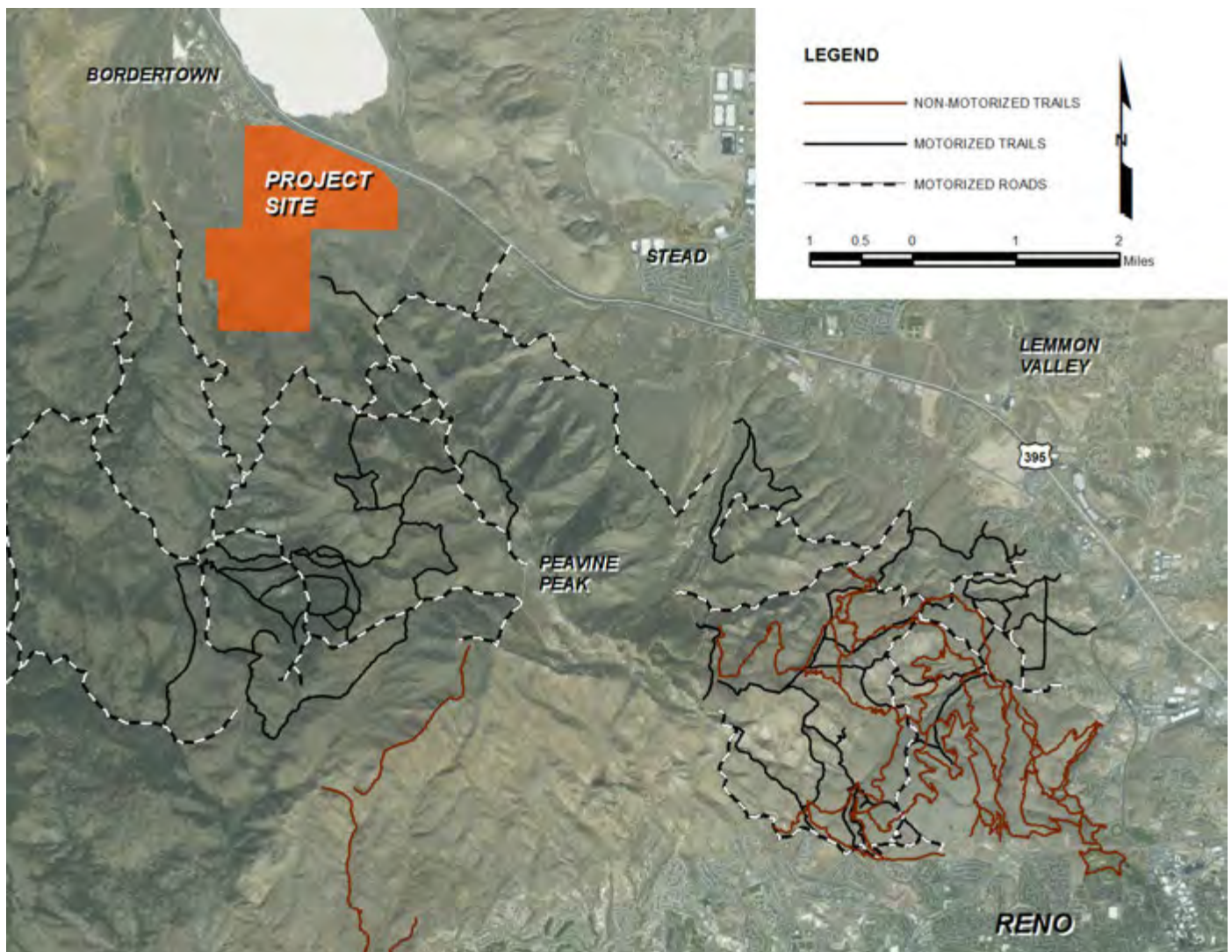


Figure 26: Regional Trail Connections

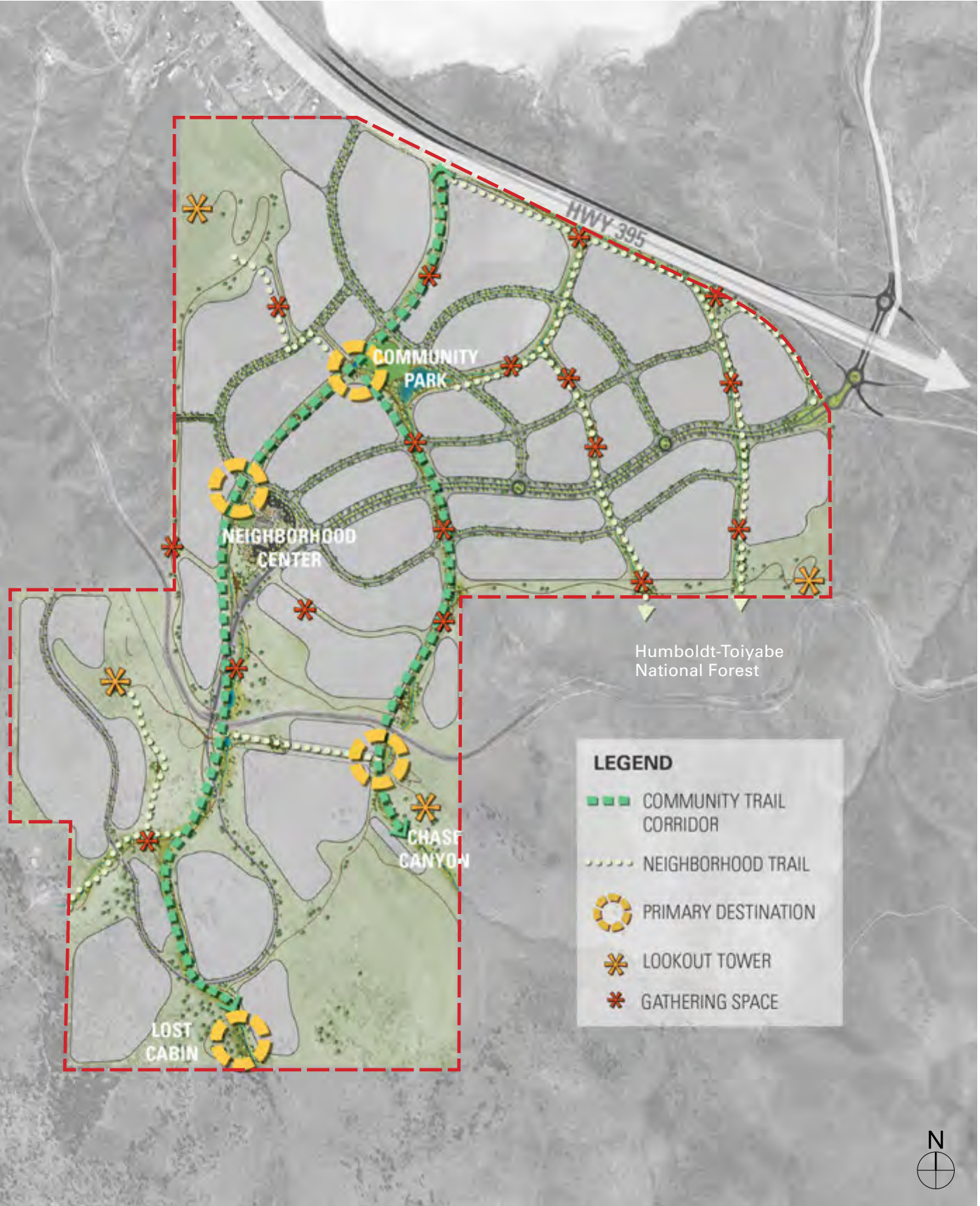


Figure 27: Overall Common Open Space Plan

TRAILS

Refer to Page 62-63 of Handbook For Trail Design Standards

TRAILS AND TRAILHEADS

The planned trail system is comprised of primary community trails and secondary neighborhood trails. Trails will accommodate bikes and pedestrians connecting people from their homes to trailheads and community destinations. The trails are designed to provide;

- Connections and accessibility to connecting neighborhoods through cul-de-sac connections and pass-throughs.
- Access to active, passive, formal and informal spaces to provide varied experiences and opportunities.
- Reduce the reliance on vehicular travel.

The primary community trail corridors lead to the neighborhood center, community park and public facilities with uses focused on more community activities. The secondary neighborhood trail corridors will connect the community trails to the neighborhoods.

TRAILS TYPE TABLE

Trail Type	Typical Corridor Width	Primary Trail Width	Secondary Trail Width	Location
Community Trail	150'-200'	Min. 12' Asphalt Trail (Maintenance)	6' Soft Surface	Primary drainage channels from Chase Canyon and Lost Cabin to Neighborhood Center and Community Park
Neighborhood Trail	70-100'	Min. 8' Asphalt Trail (Maintenance)	4-6' Soft Surface	Secondary drainage channels between neighborhoods connecting to the community trails
Pedestrian Connection	Min 20' Max 40'	Min. 12' Asphalt Trail (Maintenance)	NA	Between lots connecting local streets to trails
Trailhead	NA	Min. 12' Asphalt ADA Trail	4-6' Soft Surface	Lost Cabin, Low Meadow and Chase Canyon
Active Nodes	NA	Min. 6' Asphalt ADA	NA	Multiple locations along Community and Neighborhood Trail Corridors. Should have ADA connection from nearest Pedestrian Connection.

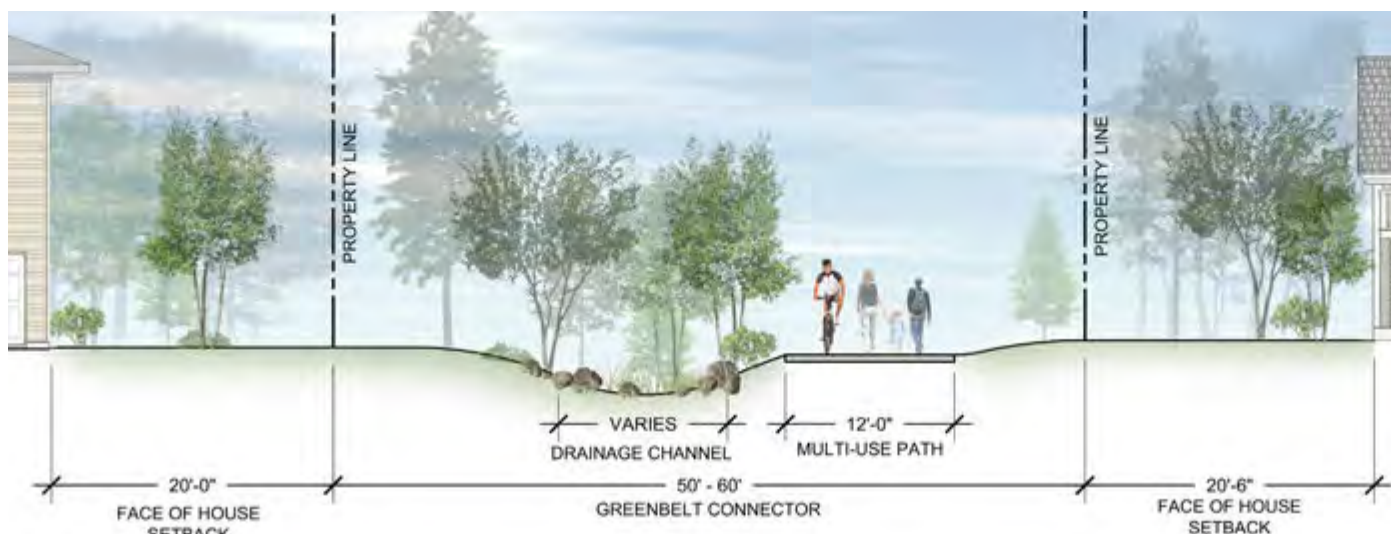


Figure 28: Typical Trails Section



Figure 29: Community Trail Corridor

COMMUNITY TRAIL CORRIDOR

The community trail corridors connect from the Chase Canyon Trailhead to along primary water channels to the neighborhood center and community park. These trail corridors are characterized by a primary 12' wide multiuse trail, which also serves as a maintenance path. Along the trail are active pocket park spaces and a network of secondary soft surface exploration trails. Decorative elements such as art, seating and other visual elements should be located, as appropriate, along the trails. Landscape along these trails will be comprised of a mix of a riparian revegetation along the stream channels, wildflower planting and native vegetation. There will be a minimum of two pedestrian connections per planning area for each side that is adjacent to the community corridor. The width of the connection will vary based on the topography, physical obstacles and environmental constraints.

KEY MAP



TRAILS

NEIGHBORHOOD TRAIL CORRIDOR

The neighborhood trail corridors are located central to neighborhoods and connect to the community trail system. These corridors are characterized by a 8' wide paths made up of a mix of asphalt and natural surface trails. Active and passive spaces along the corridor are intended to be an extension of the backyard space with uses such as shaded seating, shelters and BBQ's. Landscaping along these trails will be a mix of riparian revegetation along the stream channels, wildflower planting and native evergreen and native shrubs on berms to provide pockets of screening from residences. There will be a minimum of two pedestrian connections per planning area to each side that is adjacent to the neighborhood corridor. The width of the pedestrian connections will vary based on the topography, obstacles and environmental constraints. Residents will be able to have access onto the trails from backyards.

KEY MAP

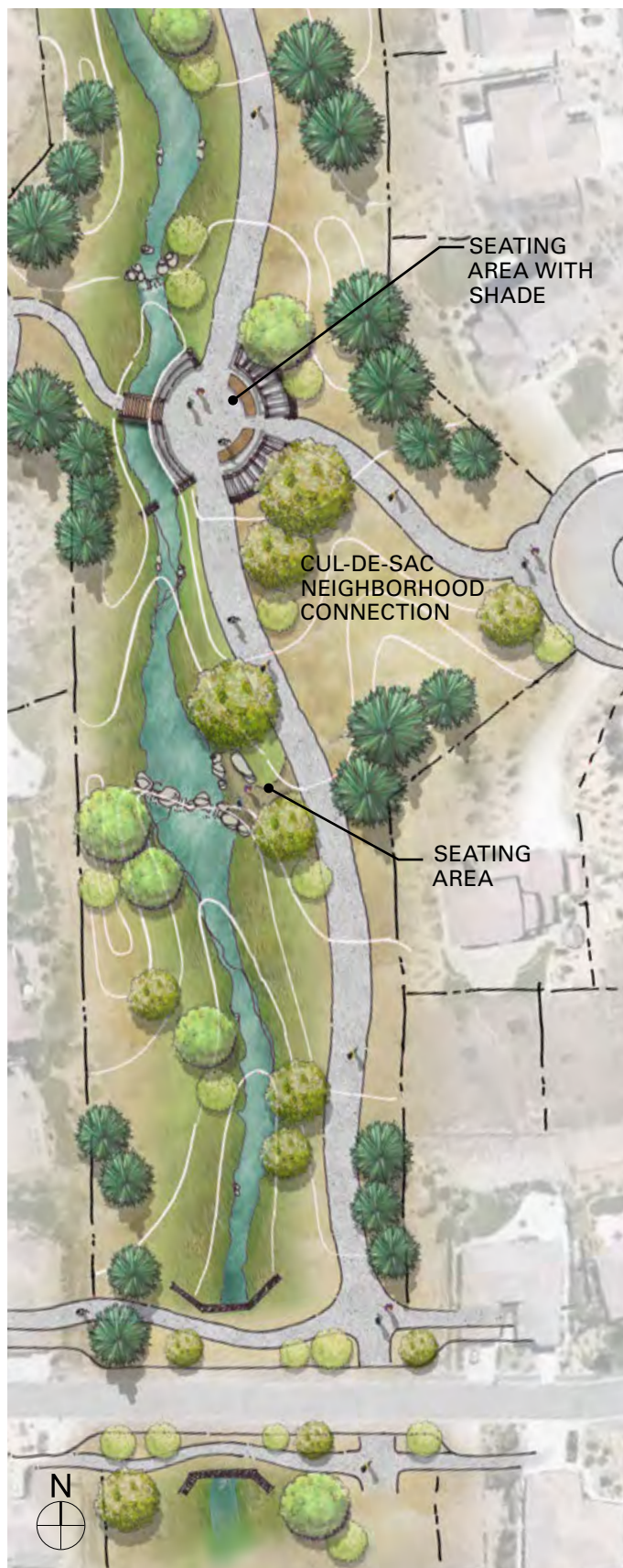


Figure 30: Typical Neighborhood Trail



Figure 31: Typical Pedestrian Neighborhood Connection

PEDESTRIAN CONNECTIONS

The neighborhood trail and community trail corridors will connect to the neighborhoods at the end of cul-de-sacs or between lots at the terminus of a local street. Trail connections will provide screening to adjacent homes through berming and landscaping.



TRAILHEADS

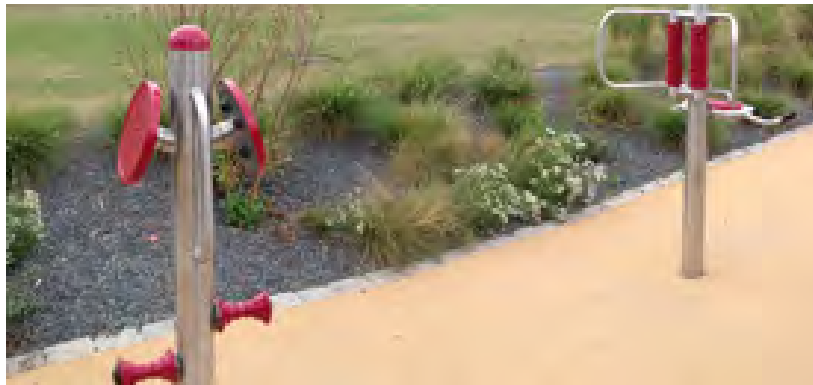


TRAILHEADS AND GATHERING SPACES

Trailheads will provide safe and convenient access to the trails system that includes vehicle and bicycle parking spaces, trail information and trail amenities such as restrooms, picnic areas and seating. Each trailhead should have informational signage that includes maps and regulations for the trails system.

CHASE CANYON TRAILHEAD

This trailhead will be located near Chase Canyon with parking for cars and will provide access to an overlook tower and stargazing deck. Connections can be made into regional trails at this location. Picnic and trailhead facilities will be provided along the riparian corridor and a connection will be made to the primary community trail to connect to the neighborhood center and central park amenities.



Recreational Opportunities along Trail Corridors

KEY MAP

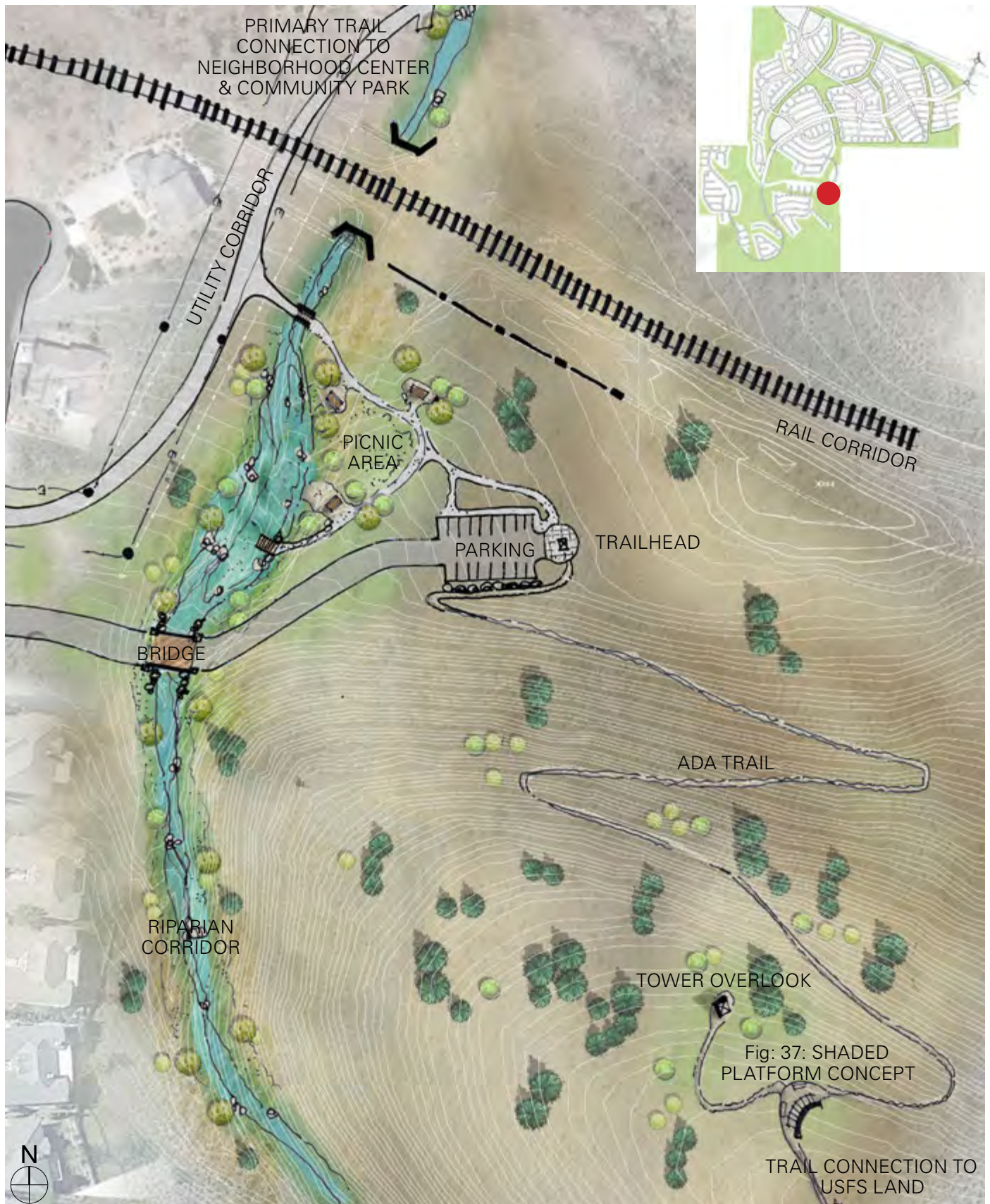


Figure 32: Chase Canyon Trailhead Illustrative Site Plan

TRAILHEADS



Figure 33: The Meadow Overlook Illustrative Site Plan

THE MEADOW OVERLOOK

This trailhead will provide parking to serve a pocket park with natural play elements, picnicking areas, trailhead and interpretive signage. Access will be provided to off-site National Forest Service Lands. Secondary trails will connect to the primary community trail to connect to the neighborhood center and central park amenities.

THE LOST CABIN TRAILHEAD

This trailhead will be located at the far south portion of the site below the existing springs that will provide access to the Lost Cabin interpretive site and access to National Forest Service Land off-site. The cabin will be a resting area and will provide rest rooms and water.

KEY MAP





Figure 34: Lost Cabin Trailhead Illustrative Site Plan

KEY MAP



Figure 35: Lost Cabin Character Sketch

LOOKOUT TOWERS

LOOKOUT TOWERS

The StoneGate community offers expansive views of the scenic Peavine Mountains and surrounding chaparral landscape. To capitalize on and provide better access to these signature views, several concepts for lookout towers were developed. These would provide gathering and respite places accessible by the community trail system. Composed of stone, wood, and metal, the structures fit in with site elements, signage, buildings and gates throughout the site. They offer a unique amenity that further connects the residents to the natural features of the site.

The lookout tower concept has been interpreted from the historic fire lookouts that are found throughout the mountain ranges of the American West. The tower offers a profile that will be visible from a distance and a place for the community to capture scenic views that would not be otherwise accessible. Multiple variations of the towers will be developed for different locations across the StoneGate project.

SHADED PLATFORM

A smaller and accessible interpretation of the lookout tower, the shaded platform provides the community with a protected place to gather or rest. The profile of these structures is inspired by that of the lookout towers.

STARGAZING PLATFORM

Taking advantage of the darkened and seldom cloud obscured skies, the stargazing platform offers the community a place for unobstructed views of the night sky. They invite residents with an accessible, level space on the hillside, low walls for screening from the wind, and small integrated signage offering constellation guides and history.



Figure 36: Star Gazing Platform Concept



Figure 37: Shaded Platform Concept



Figure 38: Lookout Tower Concept

COMMUNITY AMENITIES

Refer to Page 66 of Handbook for Neighborhood Center and Park Design Standards

COMMUNITY AMENITIES

NEIGHBORHOOD CENTER

The neighborhood center will provide formalized amenities to local residents such as a neighborhood retail, community center with pool and amphitheater. There are a mix of uses centralized around local gathering spaces including

fire pits, water fountains and outdoor dining. The Community Center offers the opportunity for higher programmed recreation such as volleyball, bocce and other port rentals. A pool and amphitheater would be available for residents and specialized spaces such as wedding lawns, outdoor kitchens would be available for event rental. The center will connect to the primary community trail.



Figure 40: Community Center Character Sketch



Figure 39: Neighborhood Center Site Plan



Figure 41: Community Park Site Plan

COMMUNITY PARK

The community park is strategically located to maximize recreational value at the confluence of the on-site drainage channels. The community park serves as the hub of the trails system. This park will be programmed to accommodate all residents of the community for special events, organized sports and group gathering. The park is located adjacent to the public facility site to allow space for lawn events and other shared uses. Elements such as picnic areas, pavilions, play areas, shelters and interactive water elements will be provided. The park will connect to the Neighborhood Center along the primary community trail.



SERVICES AND FACILITIES

PURPOSE This section focuses on the utilities and access that will be provided to the project area.

IN THIS SECTION:

- Storm Drainage
- Water
- Sanitary Sewer
- Services
- Wetlands
- Plant Species

INTRODUCTION

The StoneGate PUD will provide water, sanitary sewer, drainage facilities, communications, gas, and electric master infrastructure to each of the planning areas and ultimately service to each final parcel. The master infrastructure facilities serving the planning areas will be sized appropriately to allow flexibility within the community for housing densities to fluctuate.

OBJECTIVES

The Services and Facilities Plan supports the vision for StoneGate through the following objectives:

- Provide functional utilities to each planning area and ultimately each final parcel.
- Minimize infrastructure owned and maintained by the utility purveyors through design.
- Provide channel corridors for safe conveyance of storm flows while also creating functional recreational areas.

POTENTIAL FUTURE UTILITY SERVICES

StoneGate will work with adjacent landowners and municipalities to allow for utility services subject to mutually agreed upon cost -sharing agreements

Refer to
Appendix B for
the Conceptual
Drainage Report

STORM DRAINAGE

Historic storm flows pass through StoneGate in a northerly direction via drainage reaches from Peavine Mountains. Drainage structures under the frontage road and under US395 convey flows to White Lake. Based upon FEMA FIRM panels, major storm events cause flows to collect and flood at the existing structures of both the frontage road and US395, eventually overtopping US395 at multiple locations and terminating at White Lake.

Development of StoneGate will result in a peak flow increase due to the change in surface characteristics. The design and hydrologic analysis of the proposed community have been conducted in compliance with the drainage guidelines for the City of Reno.

The channel designs for low flow events allows for a majority of the channel corridor to be used as functional recreational activities. Flow velocities shall be maintained with natural, rockery drop structures together with small ponds acting as velocity dissipaters.

StoneGate shall implement adequate structures to convey the increase in flow, due to development, under the interstate without increasing the elevation of the flow overtopping the freeway in the existing condition. To accommodate the additional drainage volume caused by the StoneGate development, additional storage within White Lake is planned on property owned by the StoneGate development. The basin shall provide adequate storage to return flows to the historic state and mitigate water surface elevation changes to White Lake.

Refer to
Appendix B for
the FEMA Maps
included in the
Conceptual
Drainage Report

Prior to construction, the required Federal Emergency Management Agency (FEMA) Condition of Map Revision (CLOMR) will be prepared and approved to depict the new floodplains contained within channel and ponds. Additionally, FEMA Letter of Map Revisions (LOMRs) will be prepared and approved as each phase of the project is completed.

WATER

Water supply for the StoneGate development will be provided by the Truckee Meadows Water Authority (TMWA). A new transmission main will connect to a TMWA 24-inch water main at the intersection of Lemmon Dr. and North Virginia St., south of US395. The new off-site water transmission main will be approximately 6 miles in length and will travel northwest along the south side of US395 within the existing right-of-way to the entrance of the

DRAINAGE MAP

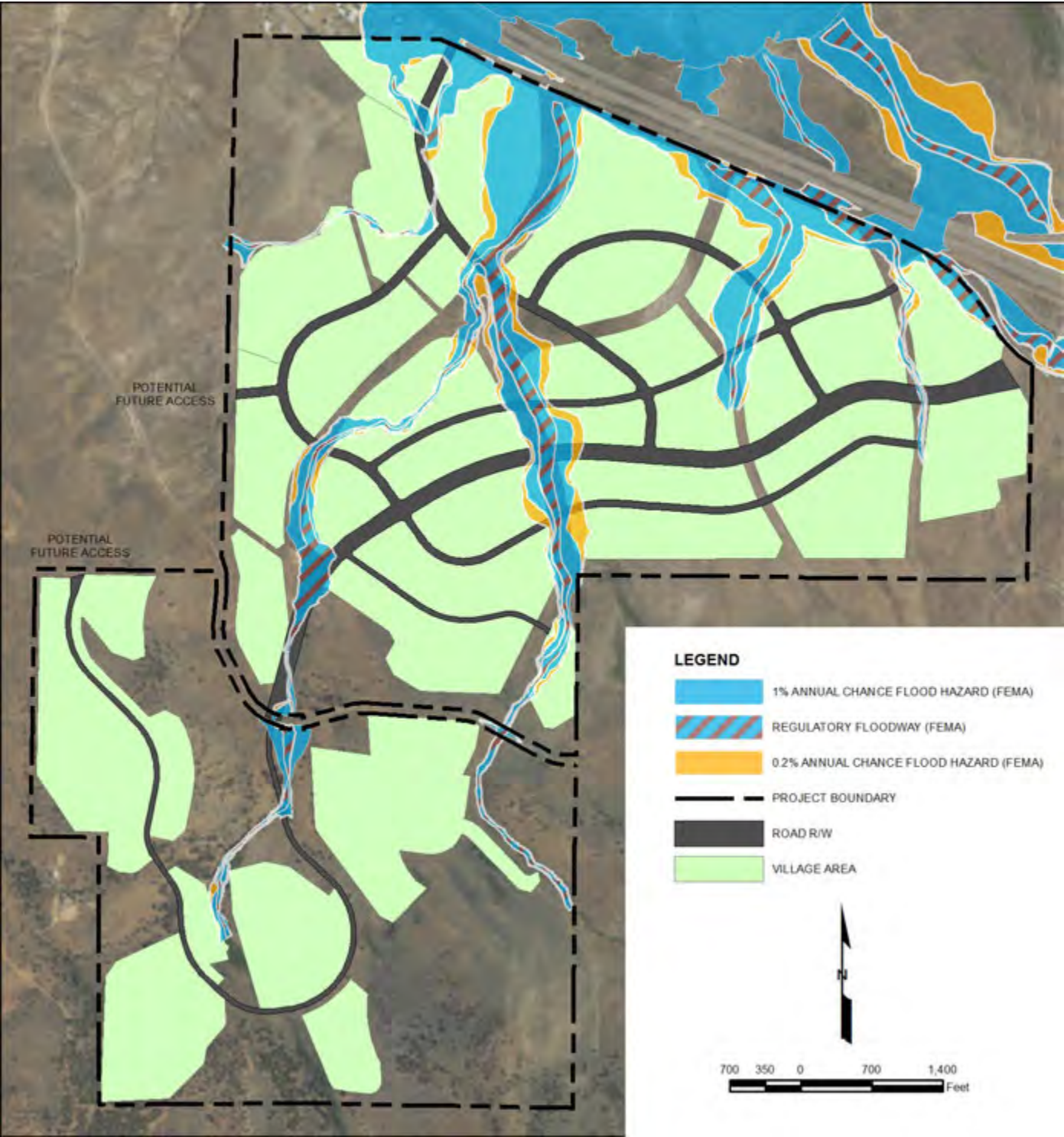


Figure 42: Drainage Map

StoneGate. On-site mains will feed storage tanks located at strategic points throughout the project site. Water service to future customers will then be delivered via a system of water mains, smaller booster stations, and pressure reducing valves.

Refer to
Appendix B for
the Conceptual
Sewer Report

RECLAIMED WATER

Reclaimed water will be provided by the Washoe County Department of Water Resources from treated effluent at the Cold Springs Water Reclamation Facility (CSWRF). The reclaimed water line from CSWRF to StoneGate will follow the same general 4-mile corridor of the off-site sanitary sewer force main that conveys waste water from the project to CSWRF. Reclaimed water will be used for irrigation of landscaping within common areas and streets and, potentially, for recharge within the basin.

SANITARY SEWER

The StoneGate project is adjacent, but outside the service area of two water service providers: Truckee Meadows Water Authority (TMWA) and Utilities Inc. of Nevada (UIN). StoneGate will be annexed into one of those two service areas prior to the start of onsite improvements. The City of Reno and Washoe County will be entering into an agreement whereby the StoneGate sewer system will be owned and maintained by the Washoe County Department of Water Resources even though the development is within the City of Reno. Waste water generated from the project will be collected by a gravity sewer network, and conveyed to a single on-site lift station, located near the general low point of the site, adjacent to the project boundary along US395. From the on-site lift station, waste water will be conveyed to the Cold Springs Water Reclamation Facility (CSWRF), approximately 4 miles north of StoneGate, via force main.

Refer to
Appendix C
for Conceptual
Water Report

SERVICES

The PUD will comply with the Public Services, Facilities, and Infrastructure Plan as part of the Reno Master Plan. A 15 acre site has been set aside for public/private facility use. The master developer will work with Washoe County School District and/or private charter schools to provide a school site within the designated site.



Figure 43: Off-site Sewer

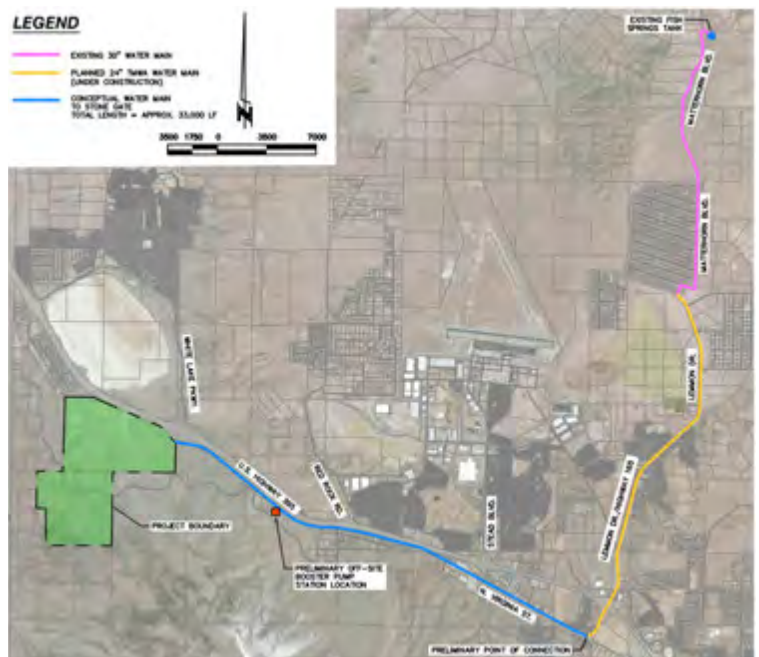


Figure 44: Off-site Water

ENVIRONMENTAL CONSIDERATIONS

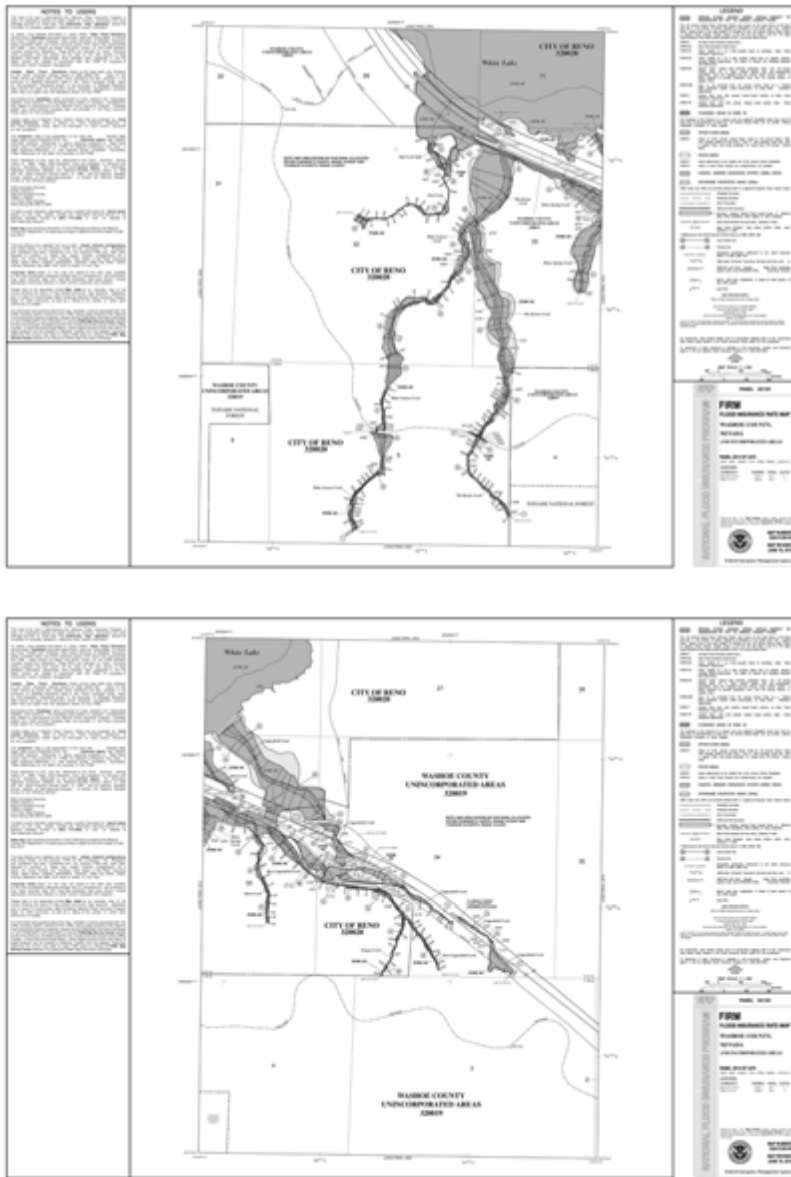


Figure 45: FEMA Map

WETLANDS

A wetland delineation was conducted by qualified professional wetland scientist and was conducted in accordance with the 1987 “Corps of Engineers Wetland Delineation Manual” and the Arid West Supplement and in accordance with the 2008 “A Field Guide to the Identification of the Ordinary High Water Mark in the Arid West Region of the Western United States”. As a result of this investigation, approximately, 82.36 acres of WOUS/wetlands were identified within the project area. The project area is located within a hydrologic closed basin and the water are intrastate and isolated waters with no apparent interstate or foreign commerce connection. There are also numerous groundwater springs contained within the project area that are part of the Ranch irrigation. Some of the springs on further inspection were actually groundwater wells. These areas will eventually be found exempt because they are intrastate as opposed to interstate waters and they lack a significant nexus to a WOUS, including wetlands. Wetlands with no significant nexus are generally not regulated under Section 404 of the Clean Water Act.

The wetland delineation was submitted to the US Army Corps of Engineers under their authority under section 404 of the Clean Water Act (SPK-2016-00426). However, the project area is hydrologically isolated from the Truckee River and would therefore be exempt from Corps jurisdiction and this decision is forthcoming (approximately end-September 2016) .

As non-404 wetlands, a majority of the 82.36 acres would be subject to the City of Reno’s Wetland and Stream Environment Policy for the definition of a “non-404 wetland” under their Conservation Plan.

ENVIRONMENTAL CONSIDERATIONS

PLANT SPECIES

A US Fish & Wildlife Service online Environmental Conservation Online System Information for Planning and Conservation data search was conducted for StoneGate including a five-mile buffer for endangered and threatened wildlife and plants. Of interest was the designation of critical habitat for Webber's ivesia (*Ivesia webberi*) on a portion of the project site. *Ivesia webberi* is a low growing perennial plant in the rose family that is listed as "threatened" by the U.S. Fish and Wildlife Service and fully protected by the State of Nevada. Due to the listed threatened designation, a field survey by a qualified botanist was conducted at the appropriate time for the presence and location of *Ivesia Webberi* (if any). *Ivesia Webberi* was located on the project site.

The areas containing *Ivesia webberi* were marked by a licensed Nevada surveyor with a minimum of a 25 foot buffer and marked in the field with temporary construction fencing. These areas are being avoided until a mitigation plan can be prepared and mitigation conducted and approved by the State of Nevada Division of Forestry (NDOF). The NDOF is the designated lead agency for these species on private lands in Nevada. Contact with the NDOF has been made. Native Seed collection has occurred and the preparation of the *Ivesia Webberi* Mitigation Plan (Plan) is underway. The Plan will be submitted to the City of Reno once its been approved by NDOF.

CULTURAL STUDIES

A Class II archaeological investigation of the property was conducted in May and June 2016. Several prehistoric archaeological sites have been recorded on the property. Habitation sites hold the potential for additional research and have previously been determined eligible to the National Register of Historic Places. Historic sites relating to mining and transportation along with the ranching landscape are also prominent. Architectural resources on the property consist of several barns, outbuildings and residences. The barns are notable for their method of construction. They date to the earliest use of the ranch. Residences generally date to the 1930s.

StoneGate will avoidance significant prehistoric sites through careful project design. Many of the significant architectural resources are in disrepair; however, portions of the barns, especially posts and beams will be salvaged and re-purposed or used for re-construction. Buildings scheduled for demolition will be recorded at a more detailed level prior to dismantling.



Ivesia webberi

A vertical photograph of a desert landscape. In the foreground, there is a hillside covered in low-lying, dry vegetation. Several tall, dark green pine trees are scattered across the middle ground. The sky is a clear, vibrant blue, and a full moon is visible in the upper left portion of the sky.

COMMUNITY DEVELOPMENT STANDARDS

PURPOSE The purpose of the design standards is to identify standards for the community to maintain the integrity of the vision presented in chapters 1-7. These standards take precedence over The City of Reno Standards as outlined in the Reno Land Development Code available as amended.

IN THIS SECTION:

- Lot and Building Development Standards
- Street Design Standards
- Common Open Space Standards
- Site Elements Standards
- Landscape Design Standards

INTRODUCTION

The community development standards are a guideline for development within the community. Standards not outlined in the following pages will defer to the City of Reno Development Standards.

LOT AND BUILDING STANDARDS

SINGLE FAMILY DETACHED DEVELOPMENT STANDARDS

Single-family development for Planning Areas 1,2,3, and 5 shall conform to SF-4 lot standards of the RMC Section 18.12.102.

- Standards for Single-Family Residential Base Zoning Districts, as amended.

Single-family development for Planning Area 4 shall conform to SF-15 lot standards of the RMC Section 18.12.102. - Standards for Single-Family Residential Base Zoning Districts. Cluster development is permitted by RMC Section 18.08.202, as amended.

Zero Lot Line shall conform to zero lot line development standards of the RMC Section 18.12.102, as amended.

MULTI FAMILY DEVELOPMENT STANDARDS

Multi-family development shall conform to MF-30 standards of the RMC Section 18.12.103. - Standards for Multi-Family Residential Base Zoning Districts, as amended.

Zero Lot Line shall conform to zero lot line development standards of the RMC Section 18.12.102, as amended.

NEIGHBORHOOD CENTER DEVELOPMENT STANDARDS

- Minimum Lot Area: NA
- Minimum Lot Width: 50'
 - » Front: 10'
 - » Side: 0' or 10'
 - » Rear 0 or 10'
- Maximum Height: 45' (3 Story)
 1. Community Center will be architecturally prominent from the arterial parkway.
 2. Neighborhood Retail

- a. Ground floor entrances and windows shall be provided along neighborhood retail.
 - b. Outdoor dining and public plaza spaces are encouraged and should be designed along building facades.
 - c. Buildings should be designed using small scale design elements and respond to adjacent uses.
3. Signage: Sign standards will follow Reno Development Code with further review and approval by the ARC.

LOT AND BUILDING STANDARDS

BUILDING STANDARDS

EXTERIOR ELEMENTS

1. The main focus of the home should be the entry or front porch area as shown in the pictures in the design guidelines.
2. Exterior elements such as patios, terraces, porches, decks, and entries should blend with the design of the homewhile fitting into the natural surroundings.
3. To minimize the appearance of garages, entrance to the garage should be set back from front of house or porch.

MATERIALS AND COLORS

1. A variety of materials are acceptable for the exterior:
 - Cultured Stone
 - Stucco
 - Wood Siding
 - Metal Siding
 - Fiberboard Siding
2. Aluminum or Vinyl siding is NOT allowed in the Stonegate Development.
3. The most predominant type of siding should be wood-like siding, stone or stone-like siding, or stucco.
4. Window material choice is another important aspect of the structure's design. Windows can be vinyl, wood, wood clad, fiberglass or aluminum exterior in Matte Finish.
5. Exterior building colors shall emphasize earth tones fitting with the surrounding environment.

FACADES AND ARTICULATION

1. The front elevation which faces the street should be the focus of the design, but speak and articulate with other features of the residence such as windows, porches, roofs, decks, and garages.
2. The façade can be emphasized through various design and detailing aspects that can help to define and articulate the overall design of the structure, specifically the front massing.
3. Visual expression of other structural elements such as roof framing, beams, fascia, stone, etc. can help to further

articulate and emphasize the façade of the residence.

ROOFS

1. Roofs should be uniform or symmetric in nature.
2. A combination of varying roof pitches can be considered in the design to provide variation, presence, and dimension.
3. Roofs on sloping lots should step down or up with the elevation.
4. Care should be taken to incorporate roofs from porches, patios, and decks into the overall massing and structure of the roof design.
5. Please note that wood and shake shingles are NOT allowed. All Roofing materials must be Class A rated.
6. Allowable roof materials for structures are:
 - Composition Shingles
 - Metal
 - Slate
 - Concrete tile
 - Other materials similar in nature & look

HEIGHT AND MASSING

1. No structure should appear awkwardly tall or overbearing, it should present a lower project on a human scale.
2. Homes on sloping sites should employ a step-up/step-down methodology.
3. Other massing elements like windows, doors, porches, and patios should all complement each other.
4. Garages should be considered part of the residence and should be incorporated into the overall design and massing of the structure so that the garage does not dominate the design.

VEHICULAR STREET DESIGN STANDARDS

Streets within the StoneGate Community include arterials, collectors and local streets. General considerations;

- Drainage and landscape corridors may be combined so that drainage may meander.
- Some driveways may require pipe with flare end sections to pass drainage.
- Curbs and gutters may be required to divert flows to storm drains.
- Streets perpendicular to drainage flows may require channels on both sides of street.
- Drainage improvements to be designed to pass flows into channels.
- No path or sidewalks will be permitted within 4' of rear or side yards.
- All utilities will be screened with landscape from the view of the roadway within the limitations of access and maintenance.

ARTERIAL PARKWAY - 4 LANE

The primary developer will be responsible for the construction of the arterial parkway and associated roundabouts.

1. The arterial parkway will have a dedicated 180 foot ROW for four (4) travel lanes and a 20' median to the second roundabout. Travel lanes will be 24' in width. A 6' bike lane will be located along both sides of the road.
2. Arterial streets will be improved without curb and gutter to promote water runoff into drainage channels. A 20' drainage channel will be located on the downslope side of the roadway.
3. Arterial streets will not include sidewalks as circulation will be encouraged along lower traffic local streets and trails.
4. On-street parking will not be permitted on the arterial parkway.
5. Drive access to residences will not be permitted on the arterial parkway.
6. Intersections along the arterial parkway will include gateways and signage to neighborhood.

7. A 50' landscape buffer, including drainage channel, will be located on either side of the roadway.
8. The landscape areas along the roadway will be landscaped in accordance to the landscape standards.
 - a. Landscape along collector streets will include one street tree per 25' of linear roadway.
 - b. Landscape will include native shrubs and groundcover per City of Reno Standards.
 - c. Use of turf should be minimal.
9. All utilities will be screened with landscape from the view of the roadway within the limitations of access and maintenance.
10. Design of the roadways will be in accordance with the City of Reno Public Works Design Manual with the above exceptions.

ARTERIAL PARKWAY - 2 LANE

The primary developer will be responsible for the construction of the arterial parkway and associated roundabouts.

1. The arterial parkway will have a dedicated 160 foot ROW for two (2) travel lanes and a 20' median. Travel lanes will be 14' in width. A 6' bike lane will be located along both sides of the road.
 - a. The 20' median will not apply in the area south of the trestle.
2. Arterial streets will be improved without curb and gutter to promote water runoff into drainage channels. A 20' drainage channel will be located on the downslope side of the roadway.
3. Arterial streets will include a sidewalk on one side of the road to provide a pedestrian connection between the upper and lower sites.
4. On-street parking will not be permitted on the arterial parkway.
5. Drive access to residences will not be permitted on the arterial parkway.
6. Intersections along the arterial parkway will include gateways and signage to neighborhood.

STREET DESIGN STANDARDS

7. A 50' landscape buffer, including drainage channel, will be located on either side of the roadway.
 - a. Pathways and drainage may be moved to either side of the centerline to accommodate drainage and pedestrian access.
8. The landscape areas along the roadway will be landscaped in accordance to the landscape standards.
 - a. Landscape along collector streets will include one street tree per 25' of linear roadway.
 - b. Landscape will include native shrubs and groundcover per City of Reno Standards.
 - c. Use of turf should be minimal.
9. All utilities will be screened with landscape from the view of the roadway within the limitations of access and maintenance.
10. Design of the roadways will be in accordance with the City of Reno Public Works Design Manual with the above exceptions.
6. A 30' landscape buffer, including drainage channel, will be located on either side of the roadway.
7. The landscape areas along the roadway will be landscaped to meet the landscape design standards.
 - a. Landscape along collector streets will include one street tree per 30' of linear roadway.
 - b. Landscape will include native shrubs and groundcover per City of Reno Standards.
 - c. Use of turf should be minimal.
8. All utilities will be screened with landscape from the view of the roadway within the limitations of access and maintenance.
9. Design of the roadways will be in accordance with the City of Reno Public Works Design Manual with the above exceptions.

NEAT STREETS

The builder will be responsible for the construction of the neat streets and associated intersections.

ARTERIAL COLLECTOR STREETS

The primary developer will be responsible for the construction of the collector street and associated intersections.

1. The arterial collector streets will have a dedicated 97 foot ROW for (2) travel lanes. Travel lanes will be 12.5' in width. A 5' bike lane will be located along both sides of the road.
2. Collector streets will be improved without curb and gutter to promote water runoff into drainage channels. A 10' drainage channel will be located on the downslope side of the roadway.
3. Drive access to residences will not be permitted.
4. Intersections will include traffic calming to promote pedestrian safety from the neighborhoods along the higher speed roadways.
5. One six foot (6') sidewalk will be provided within the landscape buffer on the upslope, opposite of the drainage channel, separated from the roadway and will meander.
1. The neat streets will have a dedicated 75.5 foot ROW for (2) travel lanes. Travel lanes will be 10.25' in width. A 6' bike lane will be located along both sides of the road.
2. Nine (9') wide parallel parking will be provided along one side of the roadway.
3. Neat streets will be improved without curb and gutter to promote water runoff into drainage channels. A 12' drainage channel will be located on the downslope side of the roadway.
4. Two six foot (6') sidewalks will be provided on either side of the roadway.
5. Intersections and street will prioritize traffic calming to promote pedestrian safety.
6. The landscape areas along the roadway will be landscaped in accordance with the landscape standards.
 - a. Landscape along local neat streets will include one street tree per 40' of linear roadway.
 - b. Landscape will include native shrubs, grasses and groundcover

per City of Reno Standards within the landscape strip between the roadway and the sidewalk.

c. Use of turf should be minimal.

7. All utilities will be screened with landscape from the view of the roadway within the limitations of access and maintenance.
8. Fencing – No fencing will be allowed fronting neat streets. Building orientation should focus on providing eyes on the street.
9. Design of the roadways will be in accordance with the City of Reno Public Works Design Manual with the above exceptions.

LOCAL STREETS

The builder will be responsible for the construction of the local streets and associated intersections.

1. Local streets will have a dedicated 46.5 foot ROW for (2) travel lanes. Travel lanes will be 10.75' in width.
2. Nine (9') wide parallel parking will be provided along one side of the roadway
3. Residential streets will be improved without curb and gutter to promote water runoff into drainage channels. A 9' drainage channel will be located on the downslope side of the roadway.
4. One six foot (6') sidewalk will be provided, adjacent to the roadway on the same side of the street as the parallel parking.
5. Intersections will prioritize traffic calming to promote pedestrian safety.
6. The landscape areas along the roadway will be landscaped to meet the landscape design standards.
 - a. Landscape along residential streets will include one street tree per 50' of linear roadway.
 - b. Landscape will include native shrubs, grasses and groundcover to along the drainage channel.
7. Fencing – No fencing will be allowed fronting neat streets. Building orientation should focus on providing eyes on the street.

8. Design of the roadways will be in accordance with the City of Reno Public Works Design Manual with the above exceptions.

INTERSECTION & ROUNDABOUT STANDARDS

1. All traditional intersections shall be designed in accordance with A Policy on Geometric Design of Highways and Streets, published by AASHTO, current edition.
2. All roundabout intersections shall be designed in accordance with Roundabouts: An Informational Guide (NCHRP Report 672), Second Edition or newer.
3. Intersections shall be designed to provide proper geometry and sight distance triangles as outlined in the above standards.
4. Signing, striping, and traffic controls shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD), current edition.

SIDEWALK STANDARDS

A primary focus of this PUD is access to trails and open space; therefore sidewalks are an integral part of the connectivity of the development.

1. Sidewalks should be constructed in a manner and location to provide easy access to amenities.
2. Sidewalks are required on all neat streets as shown in the street sections.
3. All sidewalks should have a minimum width of five (5) feet.
4. Sidewalks should be constructed per ADA standards and in compliance with the approved City Standards.

BIKE LANE STANDARDS

A primary focus of this PUD is access to trails and open space; therefore bike lanes are an integral part of the connectivity of the development.

1. Bike Lanes should be constructed in a manner and location to provide easy access to amenities.
2. Bike Lanes should be a minimum width of four (4) feet.
3. On street and pavement signage will be provided to meet the ASHTO Guide for the Development of Bike Facilities

STREET DESIGN STANDARDS



Rain Garden



Vegetated Swale



LID STANDARDS

StoneGate will emphasize and be consistent with the LID standards as outlined in the Truckee Meadows Low Impact Development Handbook, as adopted by the local jurisdictions. The following standards specifically apply to the front yards, streetscapes and common open spaces.

1. Cluster and open space development – smaller lot sizes, minimum and varied setbacks, reduced road widths, alternative sidewalk designs, development envelopes for larger lot areas. Conserve wooded areas, steeper slopes, riparian areas and springs.
2. Install measures for on-lot storm water infiltration and detention through front yard swales and water transport to drainage areas on the perimeter lot areas. Disconnecting and reducing impervious surfaces will minimize or even eliminate storm drainage systems in some areas.
3. Promote alternative forms of transportation through pathway connections for pedestrians and cyclists.
4. Street and road design modifications, including the use of permeable material for alleys and on-street parking, cul-de-sacs with landscaped center islands/ bioretention, reduction of roadway length, narrowing of lot frontages, lengthening street blocks, concave medians with curb inlets, and traffic calming devices. Design would include preserving natural drainage patterns, limited curbed local streets, substituting surface swales for catch basins, and dual drainage systems to first capture water into a swale.
5. Driveways – direct surface flow into a swale through front yards instead of directly to a gutter. This could include a slotted drain and pipes below drives that take runoff from both driveways and streets. Driveways could use permeable pavers, concrete strips or shared with a buffer strip for drainage. The house downspouts should also be connected to vegetated swales.
6. Paths and walks – Reduction of walks to one side of local streets and eliminate on low volume traffic roadways. Provide alternate walks in open space for a more efficient community walking

pattern and better experience. Direct path and walkway runoff to vegetated swales to treat and infiltrate water.

7. Bump outs from the sidewalk into the streets that define parking bays could be used for drainage from both streets and walks by depressing the centers and creating a permeable soil structure to promotes drainage. By taking advantage of smaller landscaped areas the water flow across hard surface areas can be reduced.



Drainage integrated into landscape and trails

COMMON OPEN SPACE STANDARDS

TRAIL DESIGN STANDARDS

COMMUNITY TRAIL DESIGN STANDARDS

1. Facilities: 12' primary asphalt trail. 6' soft surface secondary trails.
2. Landscape: Riparian areas within water channel designed to slow water velocity from storm events. Native planting and meadow wildflowers within corridor. Provide evergreen landscape to screen residences.
3. Community Uses: Along the corridors areas will be provided for active and passive recreation opportunities.

Potential community program elements include;

- Multi-use paths
- Soft surface 'exploration paths'
- Seating Areas along trail (benches)
- Seating areas along stream (formal benches or informal boulder seating)
- Picnic Areas: BBQ
- Lawn Play Areas
- Lawn Games: Bocce Ball, Corn Hole, Board Games, Outdoor Ping Pong, etc.
- Interactive Water Elements: Wier Walls, Spray Play
- Fitness Course Elements

NEIGHBORHOOD TRAIL DESIGN STANDARDS

1. Facilities: 8'-10' primary asphalt trail depending on maintenance access requirements. 4-6' soft surface secondary trails.
2. Landscape: Riparian areas within water channel designed to slow water velocity from storm events. Native planting and meadow wildflowers within corridor. Provide evergreen landscape to screen residences.
3. Community Uses: Along the corridors areas will be provided for passive recreation opportunities.

Potential community program elements include;

- Multi-use paths
- Soft surface 'exploration paths'

- Seating Areas along trail (benches)
- Seating areas along stream (formal benches or informal boulder seating)
- Gathering spaces: Shade Structures, Fire Pits, Hammocks
- Small informal lawn areas
- Art and Sculpture

PEDESTRIAN CONNECTION DESIGN STANDARDS

1. Facilities: 12' Asphalt Trail
2. Lighting: Bollard Lighting at Entry. No lighting along trail between homes.
3. Landscape: Native and meadow within corridor. Evergreen Screening and berming along edges to screen homes from view.

Potential community program elements include;

- Multi-use paths
- Seating Areas along trail (benches)
- Small informal lawn areas
- Art and Sculpture
- Berming and Screening

TRAILHEAD DESIGN STANDARDS

1. Facilities: 12' Asphalt Trail at the entry.
2. Parking Spaces will be provided at Trailheads. Parking areas will be gravel. Required one ADA space to on concrete pad.
3. Landscape: Riparian areas within water channel designed to slow water velocity from storm events..

Potential trailhead elements include;

- Multi-use paths
- Trailheads with signage
- Picnic Areas
- Natural playground features
- Interpretive areas and signage
- Towers and Overlook areas
- Gathering Spaces: Shade Structures,
- Spaces for Stargazing

COMMON OPEN SPACE STANDARDS

BRIDGE STANDARDS

Due to the natural sloping topography of the site, several natural streams transect the landscape. Bridges throughout the StoneGate development should attempt to integrate with the surrounding environment by integrating natural elements such as wood, stone, and metal accents. The overall look and feel of bridges should be subtle and not overbearing on their surroundings. The structural elements of the bridges should be expressed clearly and distinctly. Safety railings should be provided only where necessary, utilizing similar natural components that accompany the bridge's design. Where bridges occur adjoining an accessible path, they should meet all accessibility design standards.

TRAIL AMENITIES



Raised Walks and Interpretive Overlooks at Trailheads.



Native and Natural Planting along Trail Corridors.



Trail amenities should incorporate natural elements.

COMMON OPEN SPACE STANDARDS

COMMUNITY AMENITY DESIGN STANDARDS

COMMUNITY PARK

The Community Park will serve the community at large and include active uses for informal sporting recreation as well as passive uses. The public park will be constructed by the master developer and maintained by the HOA.

1. Park will provide parking spaces for community use. Parking should be broken into smaller areas and located adjacent to restrooms and in the vicinity of play areas for ease of access.
2. A park drop off should be provided.
3. Internal trails will create a loop system and will connect to larger community trails network. One ADA accessible 8' primary trail will loop the park with smaller secondary meandering trails.
4. Site amenities such as restrooms, picnic shelters, seating, trash receptacles, pet pickups station and drinking fountains are required.
5. Informal native plantings will provide shade and shelter and wildlife habitat. Parks will be landscaped to meet the landscape design standards.
6. Park will be lighted for safety of residents and visitors and conform to the exterior lighting standards.

Potential park program elements include;

- Play Structures
- Game Courts- Volleyball, Tennis
- Informal Sport Fields
- Internal trails
- Exercise Trails and Courses
- Group Picnic Shelters
- Overlook Shelters
- Interpretive Areas
- Water Play/Splash Pad
- Sitting Areas
- Ornamental and Community Gardens
- Nature and Interpretive Trails
- Restrooms, Drinking Fountains and Trash Receptacles
- Parking Lots

- Lighting

NEIGHBORHOOD CENTER

The neighborhood center will include a community center and neighborhood retail center and should include active uses that could be supported with more formal program opportunities such as equipment rentals and community events.

1. The Neighborhood Center will provide a connection to the community park.

Potential elements include;

- Outdoor Amphitheater
- Community Center Pool
- Ropes or Activity Course
- Court Games with equipment rentals
- Rental Private Group Shelter and Outdoor Kitchens Areas
- Community Gardens

GATHERING SPACES

Gathering space facilities will be located adjacent to neighborhoods within the trail corridor and serve the surrounding neighborhood as an extension of the backyard space.

1. Spaces should contain an ADA accessible trail to neighborhood pedestrian access point.
2. Spaces can be of any size and configuration that adds identity to the neighborhood. Each space should be unique and offer program amenities that support the adjacent neighborhood.
3. Spaces should provide connection to the adjacent trails system. Trails should not run through the center of active spaces.
4. Spaces should provide buffering to adjacent dwelling units through the use of natural elements such as evergreen trees and landform.
5. Site amenities such as seating, trash receptacles, pet pickups are required at each park.
6. Informal native plantings will provide shade and shelter and wildlife habitat. Parks will be landscaped to meet the landscape design standards.

COMMON OPEN SPACE STANDARDS

Potential park program elements include;

- Small Informal Nature Play Elements
- Ground plane Games- Bocce Ball, Horseshoes, Bean Bags
- Dog Park Features
- Informal Open Lawn Spaces
- Single Use Shelters
- Picnic, Tables and BBQ Areas
- Sitting Areas
- Interpretive Walks and Signage
- Drinking Fountains and Trash Receptacles
- Nature Gardens

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Crime Prevention through environmental design is the study that safety and security can be increased through the design of the natural and built environment. CPTED principles will be used along trail corridors and common open spaces to contribute to a safe and inclusive community.

1. CPTED Principle #1: Develop the opportunity for natural surveillance such as 'eyes on the street' to create transparency and a sense of community. Spaces should be visible and landscape should allow for outsiders to see into spaces.
1. CPTED Principle #2: Natural access control utilizes the use of walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances.
1. CPTED Principle #3: Utilize physical designs such as pavement treatments, landscaping and signage that clearly distinguishes public from private.
1. CPTED Principle #4: Maintenance and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to the decline of a space. Maintenance is important to show spaces are cared for and valued.



Art in the landscape



Natural Adventure Play Area



Native Planting and Gardens

SITE ELEMENTS STANDARDS

SITE ELEMENTS DESIGN STANDARDS

FENCING

1. Solid fencing, Max six (6) feet height, is permitted along arterial streets and collector streets along rear and side yard property lines.
2. Solid fencing max six feet height, is permitted in rear and side yards when not adjacent to open space.
3. Fencing should be set back a minimum of eight feet from the front face of structure.
4. Side yard fencing should step down to four feet height at or before the rear most wall or vertical structural element of the residence.
5. Fencing will be natural in color. No painting is permitted. Clear coat stain only permitted.
6. Fencing along trail corridors or parks is limited to 4' height.
 - a. No solid fencing permitted along trail corridors.
 - b. Three rail split rail fence will be used along all corridors.
 - c. Vinyl clad wire mesh is permitted on fences. Wire mesh will be black vinyl clad wire mesh.
 - d. Fencing along side yards to the open space will step down to corner from the sideyard.
 - e. No chain link fencing is allowed unless associated with sport fields or sport courts.
 - f. Gates are permitted at residential lots to access open spaces.
7. Fencing will be approved by the ARC.

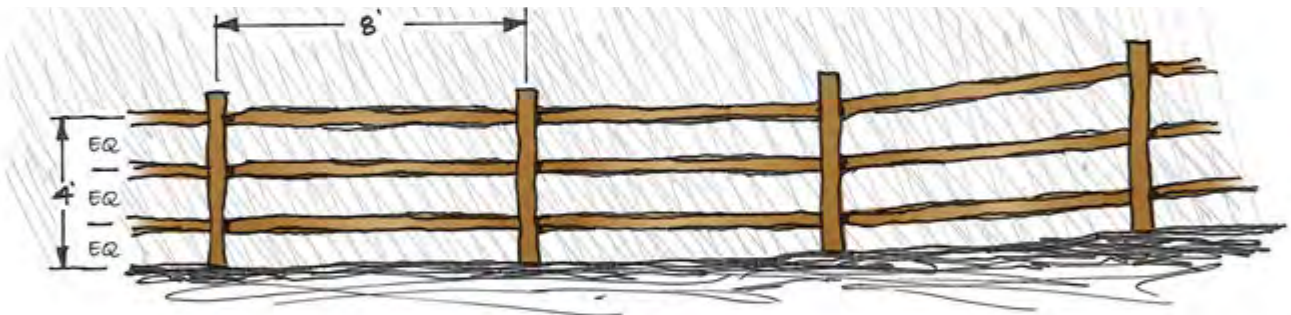


Figure 46: Typical Split Rail Fence

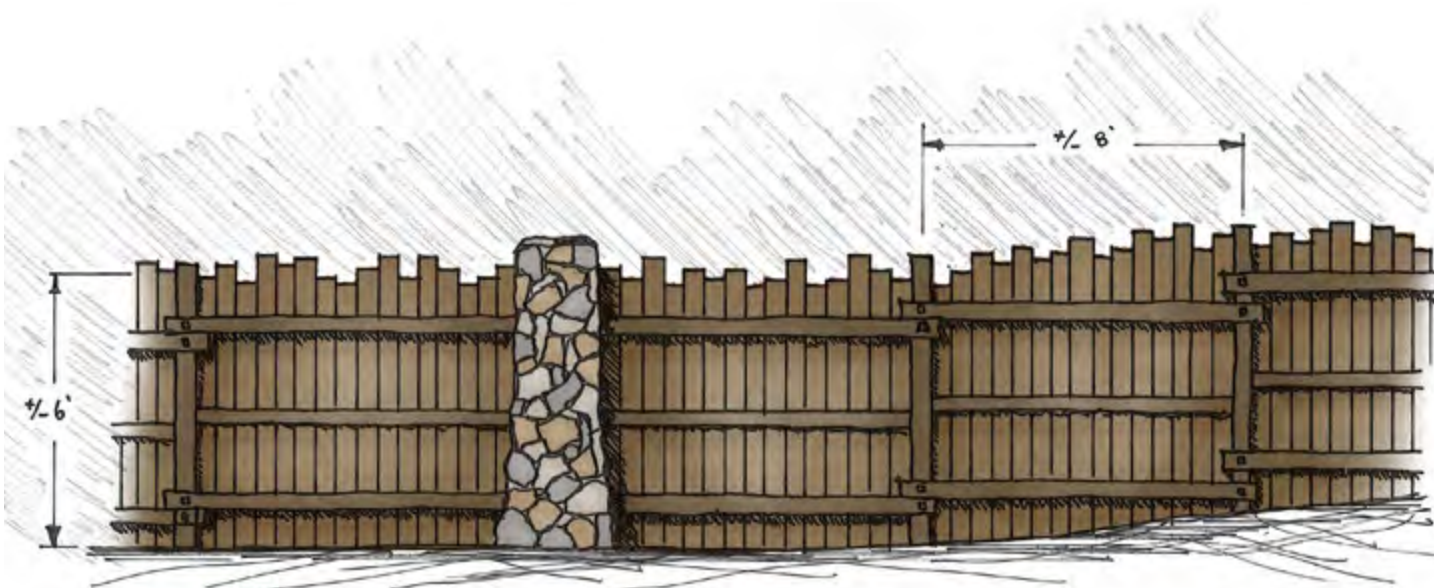


Figure 47: Typical Arterial Fence

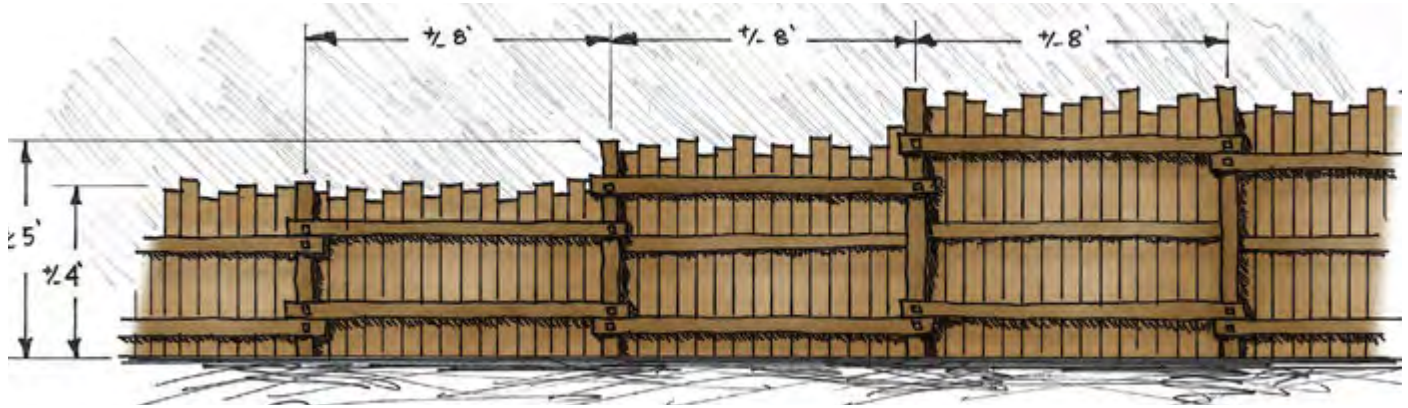


Figure 49: Typical Stepped Privacy Fence

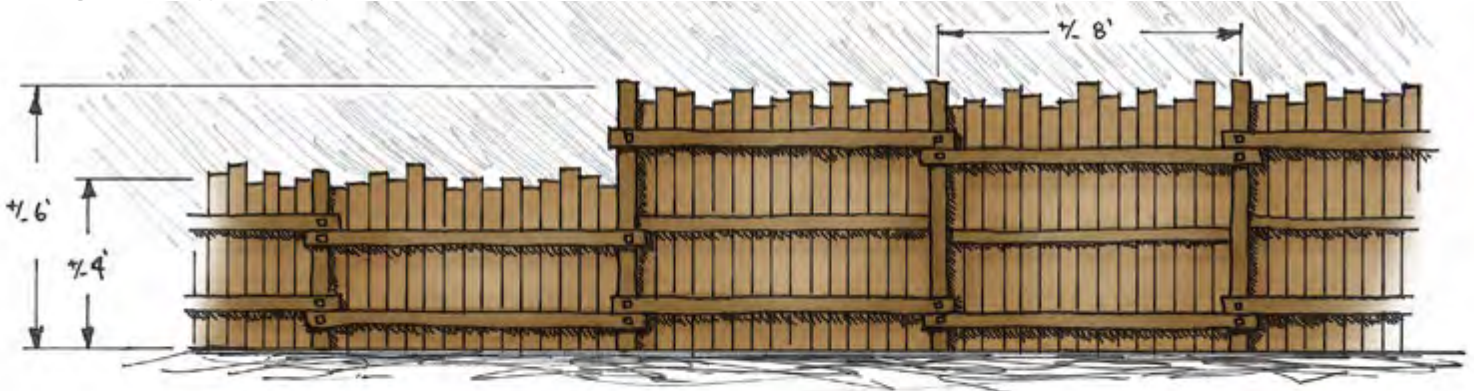


Figure 48: Typical Privacy Fence

EXTERIOR LIGHTING

1. Lighting will conform to RMC Section 18.12.1300, as amended.
1. Exterior lighting shall follow "Dark Sky" principles.
2. Lighting should be located and installed to prevent spillover lighting onto adjoining properties.
3. Covers must be installed on all lighting fixtures, and lamps must not extend below the bottom of the cover when the light will be visible from residences or public rights-of-way.
4. Lighting is permitted:
 - a. Along arterial and collector roads.
 - b. At arterial and collector intersections.
 - c. At the Community Park and Neighborhood Center.
 - d. Along the Primary Community Trails.
5. Lighting spacing should provide low-level visibility and safety of the community.



Low Level Lighting



Bollard Lightig

SITE ELEMENTS STANDARDS



Natural Stone Walls



Rockery Retaining Walls

MAILBOXES

1. Clustered Mailboxes will be provided in a convenient and localized area with temporary parking. Sidewalks will be provided to access.
2. Clustered mailboxes will be clad with natural materials.

WALLS & SLOPES

1. Rockery retaining walls will be made from natural stone.
2. Concrete retaining walls should be finished with a texture and color to replicate natural stone.
3. Landscape walls (Three (3) feet or less) will be reviewed by the ARC

SITE FURNISHINGS

1. Site furnishings will be made from natural elements whenever possible. Reuse of existing materials on site such as trees and rocks should be utilized.
2. When possible, site furnishings should conform to ADA standards.
3. Benches shall be located along public walks and trails at comfortable intervals for resting.

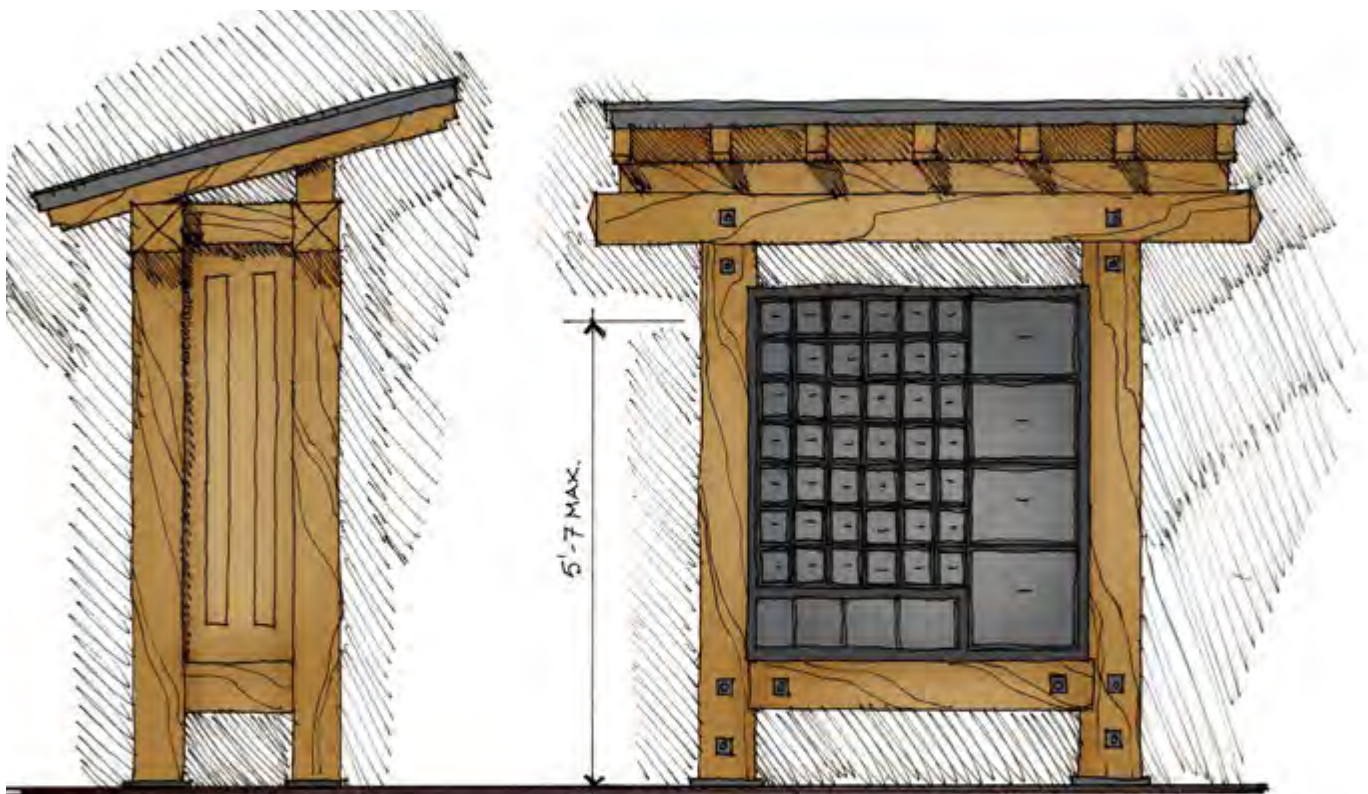


Figure 50: Typical Cluster Mailbox

SITE ELEMENTS STANDARDS

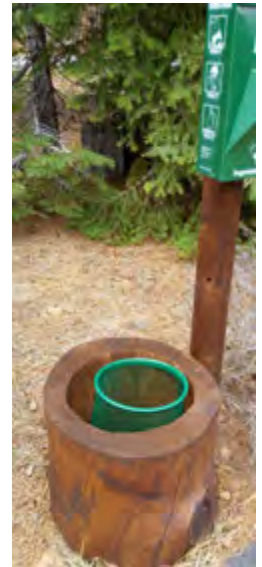
- a. Benches will be wood or natural materials.
- b. No metal or concrete will be permitted.
- 4. Trash receptacles will be provided at entrances to trail corridors and along the corridor at activity nodes.
 - a. Trash receptacle should be bear resistant.
- 5. Pet waste stations will be located in all common areas with a lawn or open space for activity and at trail entrances in neighborhoods.
- 6. Drinking fountains shall be located at major community gathering spaces such as parks, trailheads and community center. In addition, drinking fountains are recommended at any gathering space with an active uses.
- 7. Picnic tables are required at trailheads and park spaces. A minimum of one (1) table should be ADA accessible.
 - a. Picnic tables will be wood or natural materials.
 - b. No metal or concrete will be permitted.



Wood Picnic Tables



Natural Picnic Table



ART IN THE LANDSCAPE

- 1. Art should be incorporated into the landscape along major trail corridors and community spaces.
- 2. Art should use materials and be an expression of the natural, rural and rustic aesthetic of the community.
- 3. Art is encouraged to reuse on site natural materials such as trees reused timber and stone.

UTILITY DESIGN STANDARDS

SCREENING

- 4. All above ground public utilities shall be screened from view. Screening can be provided with berms, landscape, fences, decorative walls and should match in color and texture to the surrounding environment.



Adapt Nature for Art Pieces

LANDSCAPE STANDARDS



Large yard swales and variety of rock mulches with low to medium planting



Irrigated unmown native type grasses at exterior areas



Community Gardens



Ornamental grasses, shrubs and perennials. Informal front walkways from the street.

LANDSCAPE DESIGN STANDARDS

1. Landscape plans and alternatives will be subject to ARC review.

COMMON AREAS

Standards for all common areas and slopes shall be consistent with City of Reno Chapter III – Erosion Control and Landscaping. The intent is compliance with the Nevada Division of Environment Protection to control pollutants in storm water discharges.

1. A revegetation plan shall be prepared to include topsoil/vegetation stripping, stockpiling and re-application. Disturbed areas to be protected with temporary Best Management Practices to minimize soil erosion. The plan shall also include a native seed mix, planting methods, low impact design principles and mechanical stabilization with rock. Replanting small salvaged plants from the site is encouraged as an option for replanting, or in conjunction with seeding.
2. All slopes and disturbed areas shall be temporarily irrigated until vegetation is established. Irrigation may be from an above ground common reclaimed water system and will include automatic valves and controllers. Overspray onto paved surfaces will not be allowed.
3. Cut and fill slopes between 3:1 and 2:1 shall be stabilized by mechanical stabilization, or a landscape plan approved by the City of Reno. Slopes steeper than 2:1 will not be allowed, unless approved by a geotechnical engineer. Variation in slopes for a more natural appearance will be required as a part of final design.
4. Between rock walls, a terrace or bench will be a minimum 12 inch depth of topsoil and erosion control seeding or landscaping based on the height of the wall.
5. Rock shall match the native on site rock to the best ability and existing rocks will be reused when possible.
6. Trees and large shrubs within the common areas shall be grouped naturally for screening and include a permanent drip irrigation system.

INDIVIDUAL LOT LANDSCAPING

Final landscape and irrigation plans for lots will be provided with each building permit and installed prior to the issuance of a certificate of occupancy for each unit.

1. Each lot to have a minimum of 3 trees and 30 shrubs/ground covers. Trees to be a minimum size of 1-1/2" caliper for deciduous and 6 ft. tall for evergreens. Shrub sizes to be 70% #5 containers for larger types and 30% #1 containers for ground covers and perennials. Lot landscapes to be designed so that the mulches and plant types flow from one lot to another, rather than individual planting plans. Unity in design, with some variety of plant types should be emphasized. The continuous swale should vary in size from 4-8 feet in width with rock cobble and meander in direction to give it a more natural appearance. Boulders to be incorporated into the swale edges, grouped and slightly buried at random intervals.
2. The entire front yard shall be landscaped and irrigated. Front yard landscape should encourage xeric planting and native grasses and with no lawn permitted.

3. All trees to be drip irrigated, with a common irrigation system connected to the front yard landscaping.
4. A front door path separate from the driveway shall be provided between the door and front walk. The path shall be a hard surface and a minimum width of 4 feet. Material to be permanent and consistent in the individual neighborhoods. Small front patios at the front door are encouraged to promote sitting outdoors.
5. The developer will require builders to provide front yard landscape from back of curb to front of house, including side yards to fence or gate to wrap both sides of the house.
6. Front yards may be irrigated with treated effluent and will be maintained by the HOA.
7. Home owners will be responsible for their rear yard maintenance, including the irrigation system, removal and replacement of dead plants, pruning, mulching and weed control. Rear yards can have up to a maximum of 50% lawn coverage for the production home lots.

DEFENSIBLE SPACE/WILDLAND INTERFACE

The project is directly adjacent to National Forest property with a potential threat of wildfires, especially during periods of drought. To minimize potential wildfires and increase the home's survivability in a fire final development plans will conform to the City of Reno's Defensible Space standards.

Defensible space refers to the area between a home and an oncoming wildfire where the vegetation has been modified to reduce the wildfire threat and which provides an opportunity for fire fighters to effectively defend the home. The key component is the reduction of the amount of flammable vegetation surrounding the home and increasing the moisture content of the vegetation with irrigation. It is especially important to modify the vegetation around homes between the developed areas and open spaces.

STANDARDS

A defensible space and wildland interface program for both the common open space and individual lots will be established by the master developer, as a part of the CC&R's and reviewed/enforced by the homeowner's association (HOA).

Within 30 feet of the homes the following standards shall be implemented by the individual homeowners and approved by the HOA:

1. Plant herbaceous plants, including lawn, deciduous shrubs less than 2 ft. tall, ground covers and perennials. Remove any dead vegetation. Create a separation between layers of plants to eliminate fuel "ladders" to the home itself. Plants to have horizontal separation between them, rather than in masses. Do not plant ornamental grasses below windows that could shatter with heat.



Boulders with berming, decomposed granite and perennials in groupings



Informal Rock Walls



Front yard swales with perennials



Low grasses, rock path and low voltage lighting

LANDSCAPE STANDARDS



Native Plants in the Landscape



Use of Native Plants



Crested Wheat Grass



Buffalo Grass

Beyond the 30 feet to the lot edges adjacent to common/open space areas:

1. Homeowners shall use the plant types recommended for defensible space in this handbook. Rock mulches shall be used in all planter areas. Wood mulches are not allowed.
2. Remove all dead or flammable vegetation and weeds. Eliminate fallen leaves and prune dried ornamental grasses.
3. Prune shrubs and create spaces between them at least 3 times the height of the shrubs.
4. Emphasis the use of deciduous shrubs and trees rather than evergreen types.
5. Remove the lower branches of trees up to 8 feet above the ground as the trees mature. Provide at least 10 feet between all tree crowns. Remove any "volunteer" native shrubs below the trees. Keep vegetation clear of all raised decks.

COMMON / OPEN SPACE AREAS

1. Areas outside the lots shall be the responsibility of the HOA. Fuel breaks will be created and maintained out to the limits defined in the degree of hazard above. Homes located near brushy sites above a south or west facing slopes will require a larger fuel break.
2. Within the fuel breaks all dead plants to be removed, along with any dead branches. Highly flammable vegetation will be removed, including annual weeds. Native vegetation will be thinned so that it is not continuous. In areas with bare soil from grading operations fire resistant crested wheat grasses will be seeded.
3. In areas with native pines a "shaded" fuel break will be created. Trees less than 12 inches in diameter will be removed so that there is at least a 10 ft. spacing between tree crowns. This includes the lots themselves along the upper project areas and will help trees become healthier with more sunlight and less competition for water. Remove lower tree branches up to a height of 10 ft. from the ground. Remove any dead branches above that height.

SOIL AMENDMENTS AND NATIVE VEGETATION

1. Strip topsoil off the areas to be re-graded, stockpile and re-use for final grading in common areas, roadways and house yards. Depth of topsoil re-applied would vary depending on planting type. This process is much less expensive and energy consumptive than importing topsoil from off-site sources, which tend to be decomposed granite based. Benefits include better infiltration and water holding capacity. Greater infiltration will reduce the potential for mosquito breeding, which take about 7 days in stagnant water for the larvae to mature. Limiting lawn areas will also reduce watering needs, the use of fertilizers, which can enter the stream channels and greatly reduce the number of trips to the site from landscape companies for mowing.
2. Native vegetation should be saved whenever possible for erosion control and visual interest. Temporary fencing during construction will be critical to eliminate construction traffic and material storage in areas to remain native.
3. The intent of the developer is to dig and replant some of the smaller existing pine trees in the phase 4 area. Trees under 6 feet in height that are spaced too close together will be harvested over time and re-located within the initial project phases. This will allow for the re-growth of native pine trees that were initially removed for farming and ranching on the lower portions of the site.

RIPARIAN PLANT PALETTE

1. Landscape is subject to ARC Review.
2. Alternative plants not shown on the following list will be considered.

TREES

- Quaking Aspen – *Populus tremuloides*
- Black Cottonwood – *Populus balsamifera*
- Fremont Cottonwood – *Populus fremontii*
- Mountain Alder – *Alnus incana* spp. *tenuifolia*

SHRUBS

- Coyote Willow – *Salix exigua*
- Yellow Willow – *Salix lutea*
- Dogwood – *Cornus sericea*
- Currant – *Ribes sanguineum*

GRASSES

- Streamside Wheatgrass – *Elymus lanceolatus*
- Tufted Hair Grass – *Deschampsia Cespitosa*
- Hardstem Bulrush – *Schoenoplectus acutus*
- Beaked sedge – *Carex utriculata*
- Water Sedge – *Carex aquatilis*
- Soft Rush – *Juncus effusus*
- Rusty Sedge – *Carex subfusca*
- Broad-leaved Cattail – *Typha latifolia*

ENHANCED HIGH DESERT SCRUB

TREES

- Mountain mahogany – *Cercocarpus ledifolius*

SHRUBS

- Dogwood – *Cornus sericea*
- Manzanita – *Arctostaphylos nevadensis*
- Big Sagebrush – *Artemisia tridentata*
- Low Sagebrush – *Artemisia arbuscula*
- Antelope bitterbrush – *Purshia tridentata*
- Buffaloberry – *Shepherdia argentea*
- Greasewood – *Sarcobatus vermiculatus*
- Saltbrush – *Atriplex confertifolia*
- Rabbitbrush – *Chrysothamnus nauseosus*
- Mountain Whitethorn – *Ceanothus cordulatus*
- Squaw Carpet – *Ceanothus prostratus*
- Currant – *Ribes sanguineum*
- Greenleaf Manzanita – *Arctostaphylos patula*
- Western Serviceberry – *Amelanchier alnifolia*
- Mormon Tea – *Ephedra viridis*
- Snake Weed – *Gutierrezia sarothrae*

PLANT LIST

- Desert Peach – *Prunus andersonii*
- Winterfat – *Krascheninnikovia lanata*

GRASSES

- Switch Grass – *Panicum virgatum*
- Meadow Pinegrass- *Calamagrostis Canadensis*
- Slender wheatgrass – *Elymus trachycaulus*
- Great Basin wildrye -*Leymus cinereus*
- Western Needlegrass – *Achnatherum occidentale*
- Squirrel Tail – *Elymus elymoides*
- Yarrow – *Achillea millefolium*
- Blue Flax – *Linum lewisii*
- Lupine – *Lupinus argenteus*
- Woolly Mule's Ear – *Wyethia mollis*
- Indian Paintbrush – *Castilleja linarifolia*

STONEGATE PLANT LIST FOR COMMON AREAS AND YARDS

DECIDUOUS TREES

- *Acer ginnala* '(tree form)' – Amur Maple (tree form)
- *Acer pseudoplatanus* 'Eskimo Sunset' – Eskimo Sunset Sycamore Maple
- *Acer rubrum* 'Brandywine' – Brandywine Red Maple
- *Betula nigra* 'Shiloh Splash' – Shiloh Splash River Birch
- *Crataegus crus-galli* 'Inermis' – Thornless Cockspur Hawthorn
- *Gleditsia triacanthos* 'Shademaster' – Shademaster Honeylocust
- *Gymnocladus dioica* – Kentucky Coffeetree
- *Koeleruteria paniculata* – Golden Rain Tree
- *Koeleruteria paniculata* 'Gocanzam' – Golden Candle Golden Rain Tree
- *Malus* 'Prairiefire' – Prairiefire Flowering Crab
- *Malus* 'Snowdrift' – Snowdrift Flowering Crab
- *Platanus x acerifolia* 'Bloodgood' – Bloodgood London Planetree
- *Populus tremuloides* – Quaking Aspen
- *Prunus serrulata* 'Kwanzan' – Kwanzan Flowering Cherry

- *Prunus virginiana* 'Canada Red' – Canada Red Chokecherry
- *Pyrus calleryana* 'Cleveland Select' – Cleveland Select Ornamental Pear
- *Quercus alba* – White Oak
- *Quercus coccinea* – Scarlet Oak
- *Quercus macrocarpa* – Bur Oak
- *Quercus rubra* – Red Oak

EVERGREEN TREES

- *Abies Concolor* – White Fir
- *Calocedrus decurrens* – California Incense Cedar
- *Cedrus atlantica* 'Glauc' – Blue Atlas Cedar
- *Cedrus deodara* – Deodar Cedar
- *Picea pungens* 'Bakeri' – Bakeri Blue Spruce
- *Picea pungens* 'var glauca' – Blue Colorado Spruce
- *Pinus aristata* – Bristlecone Pine
- *Pinus flexilis* 'Vanderwolf's Pyramid' – Vanderwolf's Pyramid Pine
- *Pinus jeffreyi* – Jeffrey Pine
- *Pinus nigra* – Austrian Pine

EVERGREEN SHRUBS

- *Arctostaphylos uva-ursi* 'Massachusetts' – Massachusetts Bearberry
- *Cotoneaster dammeri* 'Coral Beauty' – Coral Beauty Cotoneaster
- *Euonymus fortunei* 'Coloratus' – Purpleleaf Wintercreeper
- *Ilex glabra* 'Shamrock' – Shamrock Inkberry Holly
- *Picea abies* 'Nidiformis' – Birds Nest Spruce
- *Pinus mugo* 'var pumilio' – Dwarf mugo Pine
- *Prunus laurocerasus* 'Schipkaensis' – Schipka Cherry Laurel
- *Yucca filamentosa* 'Color Guard' - Color Guard Adam's Needle

DECIDUOUS SHRUBS

- *Acer circinatum* – Vine Maple
- *Amelanchier alnifolia* 'Regent' – Regent Saskatoon

- Buddleia 'Lo And Behold Blue Chip Junior' – Lo And Behold Blue Chip Junior Dwarf Butterfly Bush
- Caryopteris x clandoensis 'Dark Knight' – Dark Knight Caryopteris
- Cornus sericea 'Kelseyi' – Kelsey Dogwood
- Cotinus coggygria 'Golden Spirit' – Golden Spirit Smokebush
- Cotinus coggygria 'Royal Purple' – Royal Purple Smokebush
- Rosa 'Knock Out' – Knock Out Rose
- Philadelphus 'Snow White Fantasy' – Snow White Sensation Mockorange
- Physocarpus opulifolius 'Diablo' – Diablo Ninebark
- Physocarpus opulifolius 'Summer Wine' – Summer Wine Ninebark
- Potentilla fruticosa 'Goldfinger' – Goldfinger Potentilla
- Prunus glandulosa 'Rosea Plena' – Double Pink Flowering Almond
- Prunus x cisterna – Purpleleaf Sandcherry
- Rhus aromatic 'Gro-Low' – Gro-Low Fragrant Sumac
- Ribes sanguineum 'King Edward VII' – King Edward VII Winter Currant
- Sambucus nigra 'Eiffel01' – Black Tower Elder
- Spiraea nipponica 'Snowmound' – Snowmound Spirea
- Spiraea x bumalda 'Anthony Waterer' – Anthony Waterer Spirea
- Symphoricarpos albus – Snowberry
- Viburnum x burkwoodii – Burkwood Viburnum

ORNAMENTAL GRASSES

- Calamagrostis x acutiflora 'Karl Foerster' – Karl Foerster Reed Grass
- Calamagrostis x acutiflora 'Overdam' – Variegated Reed Grass
- Festuca ovina 'var glauca' – Blue Fescue
- Helictotrichon sempervirens – Blue Oat Grass
- Miscanthus sinensis 'Gold Bar' – Gold Bar Maiden

- Miscanthus sinensis 'Variegatus' – Variegated Silver Grass
- Nassella tenuissima – Mexican Feather Grass
- Panicum virgatum 'Heavy Metal' – Heavy Metal Blue Switch Grass
- Panicum virgatum 'Shenandoah' – Shenandoah Reed Switch Grass
- Pennisetum alopecuroides 'Hameln' – Hameln Dwarf Fountain Grass

PERENNIALS

- Achillea 'Moonshine' – Moonshine Yarrow
- Aster 'Woods Purple' – Woods Purple Aster
- Coreopsis 'Full Moon' – Full Moon Tickseed
- Echinacea 'Big Sky After Midnight' – Big Sky After Midnight Coneflower
- Gaillardia x grandiflora 'Arizona Sun' – Arizona Sun Blanket Flower
- Gaura lindheimeri 'Ballerina White' – Ballerina White Gaura
- Hemerocallis 'Joylene Nichole' – Joylene Nichole Daylily
- Hesperaloe parviflora – Red Yucca
- Heuchera 'Amethyst Mist' – Amethyst Mist Coral Bells
- Iberis sempervirens 'Tahoe' – Tahoe Candytuft
- Iris ensata 'Variegata' – Variegated Japanese Flag Iris
- Iris sibirica 'Snow Queen' – Snow Queen Siberian Iris
- Kniphofia 'Echo Mango' – Echo Mango Torchlily
- Nepeta x faassenii 'Blue Wonder' – Blue Wonder Catmint
- Perovskia atriplicifolia 'Peek-A-Blue' – Peek-A-Blue Russian Sage
- Rudbeckia hirta 'Prairie Sun' – Prairie Sun Coneflower
- Salvia x Sylvestris 'Blue Hill' – Blue Hill Sage
- Sedum 'Autumn Joy' – Autumn Joy Stonecrop
- Veronica spicata 'Red Fox' – Red Fox Speedwell



IMPLEMENTATION

PURPOSE The purpose of the Implementation chapter is to outline the process for which planning will be reviewed and developed.

IN THIS SECTION:

- Administration
- Phasing

ADMINISTRATION

The StoneGate PUD shall be administered by the master developer and the Zoning Administrator or his/her designee as defined in the City of Reno Land Development Code. The Zoning Administrator shall have the authority to reasonably interpret and apply this PUD Handbook consistent with City of Reno Land Development Code. Figures and graphic representations contained herein are intended as general visual aids in understanding the intent of the various requirements and do not represent any actual lot or building plan, nor are they intended to serve as exhaustive examples of every possible situation.

There shall be a master developer in place from the first stage of development of the PUD. This master developer shall continue throughout the development of the PUD until and unless a master homeowners association or other entity is created to serve the role of the master developer. The master developer shall be responsible for providing the major infrastructure and common area improvements. The role of the master developer, for the purposes of this PUD, shall be:

- To administer and review methods and procedures to confirm quality control of development that occurs in StoneGate;
- Construct and maintain all common area improvements, storm drain and /or irrigation channels, detention basins and other flood control facilities;
- Construct and maintain all common area landscaping (outside of planning areas), community amenities, parks, pathways, trails, and sidewalks until and unless a master homeowners association or other entity is created to perform those functions.
- To construct arterial roadways in conformance with the PUD.
- To establish Covenants, Conditions and Restrictions (CC&R's), which may allow for the creation of an Architectural Review Committee (ARC) to maintain consistent project architecture and a master owner's association for maintenance and operations of common elements of the PUD and enforcement of the CC&R's.

There shall be no third party beneficiaries to these design guidelines and requirements. It is anticipated that the master developer and/or individual residential builders will create CC&R's that will provide additional provisions that will apply to the individual homeowners.

ENTITLEMENT AND REVIEW PROCESS

By agreeing, in advance, to specific design standards, the developer(s) of the PUD will not be required to obtain special use permits or other city discretionary approvals before applying for building permits. Any subdivision of land within the project will require either a parcel map or subdivision map, in accordance with NRS Chapter 278.

Only the master developer or its authorized designee may initiate an amendment to this PUD. Each development application submitted to the City shall include documentation that the master developer has reviewed the application.

In the event of a conflict between these design standards and current or any subsequently adopted City of Reno Development Code or policy, the standards in this PUD shall prevail and govern development of StoneGate. When a specific standard is not addressed by the PUD, then the applicable section of the Reno Municipal Code Title 18, as amended, at the time of review shall prevail.

Entitlements will be valid and enforceable over a 25-year timeframe. The 25-year time frame will start at the time of final approval of this PUD (the recording date of the certified handbook). If the project is not completed at the end of 25 years, then the PUD will require an application to the Reno City Council to determine an appropriate development schedule

prior to further development. Completion is defined as the recordation of all final maps for all planning areas. The time frame shall not apply to the construction of individual homes on recorded lots of approved final maps or for construction of permitted non-residential uses, as described in the PUD Handbook.

MINOR PLAN AMENDMENT, VARIANCE AND ADJUSTMENT PROCESS

If the final location or design of a project affects the distribution of acreage or units from one project to another, the units or density in a planning area may be redistributed to or from another planning area. The total maximum number of units proposed for StoneGate will, however, remain the same (4,135 dwelling units). Unit yield adjustments will be limited to a maximum of fifteen percent of the total units allowed in the planning areas that are receiving the redistributed units. Any unit yield adjustments between different property owners within the StoneGate project must be agreed upon in writing and must be reviewed and approved as part of the entitlement or final map process.

This design handbook is geared toward residential development. At its sole discretion, master developer may grant reasonable variances, adjustments and interpretations from the provisions of these design guidelines and requirements to accommodate special requests, innovative designs or projects involving exceptionally small or large lots. The Zoning Administrator shall have the ability to grant minor deviations as outlined in RMC 18.06.411(a) (1), as amended. Deviations of ten percent or more shall conform to the City of Reno Variance process as outlined in RMC 18.06.408, as amended.

PHASING

The development and build out of StoneGate will ultimately be dependent on market conditions. It is estimated that the buildout will occur over a 10-year period.

The first phase of development will generally involve master grading, development of common open space and trails, utilities, and construction of the entrance parkways and arterial roadways or other backbone infrastructure. Construction of roadways and other improvements must be completed with respect to each Phase in accordance with the final map for that phase, with final alignments of roadways being designed and offered for dedication at the time of application for a final subdivision map in that phase. Each final map shall be considered as a standalone project and shall include all public and private infrastructure for roadways, landscaping, water service, sanitary sewer, drainage, utilities and project entryway signage.

The overall project phasing, as outlined in this Handbook, is subject to change based on market conditions and development of adjacent properties. It is anticipated that the project will be built out in five phases, with the master developer responsible for constructing the backbone infrastructure and the individual home builders will be responsible for the internal infrastructure, roads and trails. There are no maximum or minimum number of lots required per final map. Prior to approval of the first final map, the master developer shall construct the improvements outlined in the Phase 1 of the Phasing Maps, and subsequent planning areas, including:

- On-site and off-site roadway dedications
- Backbone roadways
- Sanitary sewer
- Water service

-
- Drainage improvements
 - Utility extensions
 - Community amenities
 - Trail and pedestrian pathways
 - US 395 frontage roadway improvements
 - Gateway signage

CONFORMANCE REVIEW PROCESS

The Master Developer will submit tentative and final subdivision maps for the planning areas. Master Developer anticipates creating legal parcels with large graded pads that can be sold to individual home builders. The individual pads are required to go through a separate Conformance Review and Final Map process to create a housing lot layout.

The Conformance Review process will include the following:

Preliminary Map submittal – The Preliminary Map submittal will be consistent with the City of Reno Tentative Map submittal checklist (including number of copies and fees) and will only be delivered to the City for review on the same dates as the City of Reno submittal deadline dates.

A staff/applicant meeting will convene at a prescribed time in a scheduled plan review meeting to review the project and determine if the application is in conformance with the approved standards in the StoneGate PUD Handbook.

If at the plan review meeting the preliminary plan is determined to be in compliance with the StoneGate PUD Handbook, then the preliminary map approval will follow the standards as stated in Nevada Revised Statutes 278.260 and 278.270, in regard to presentation of a final map or series of final maps or extensions of time.

If at the plan review meeting the preliminary plan is determined to not be in compliance with the StoneGate PUD Handbook, the Administrator will notify the Applicant in writing as to the manner in which the application has been deemed not in compliance with the StoneGate PUD Handbook. The Applicant can appeal the decision of the Administrator to the Planning Commission or re-submit at the next available tentative map submittal date.

The Final Map will be prepared in accordance with NRS 278.360 to and including 278.390 and City Code.

The architectural design process involves review and approval of preliminary and final plans and materials by master developer to ensure residential developer is in conformance with design requirements outlined in this handbook. Master developer shall be charged with the duty of the initial review and approval of builder plans and shall monitor compliance of its approvals through completion of construction by the builder. The City of Reno shall not approve tentative or final maps or issue building permits without written approval and acknowledgement of any conditions imposed by master developer.

Master developer may, at its sole discretion, appoint a representative to review and approve plans and materials submitted for development projects. Master developer shall use the design handbook for the purpose of review, but may consider the individual merits of any design due to special conditions that, in the opinion of the master developer, will benefit the overall residential community or specific neighborhood.

CONCEPTUAL EARTHWORK PHASING



Figure 51: Conceptual Earthwork Phasing

Notes: Earthwork grading may occur outside the limits of the phasing shown to accommodate balancing, borrowing, or stockpiling requirements, site access, drainage or utility infrastructure.

CONCEPTUAL ROADWAY PHASING

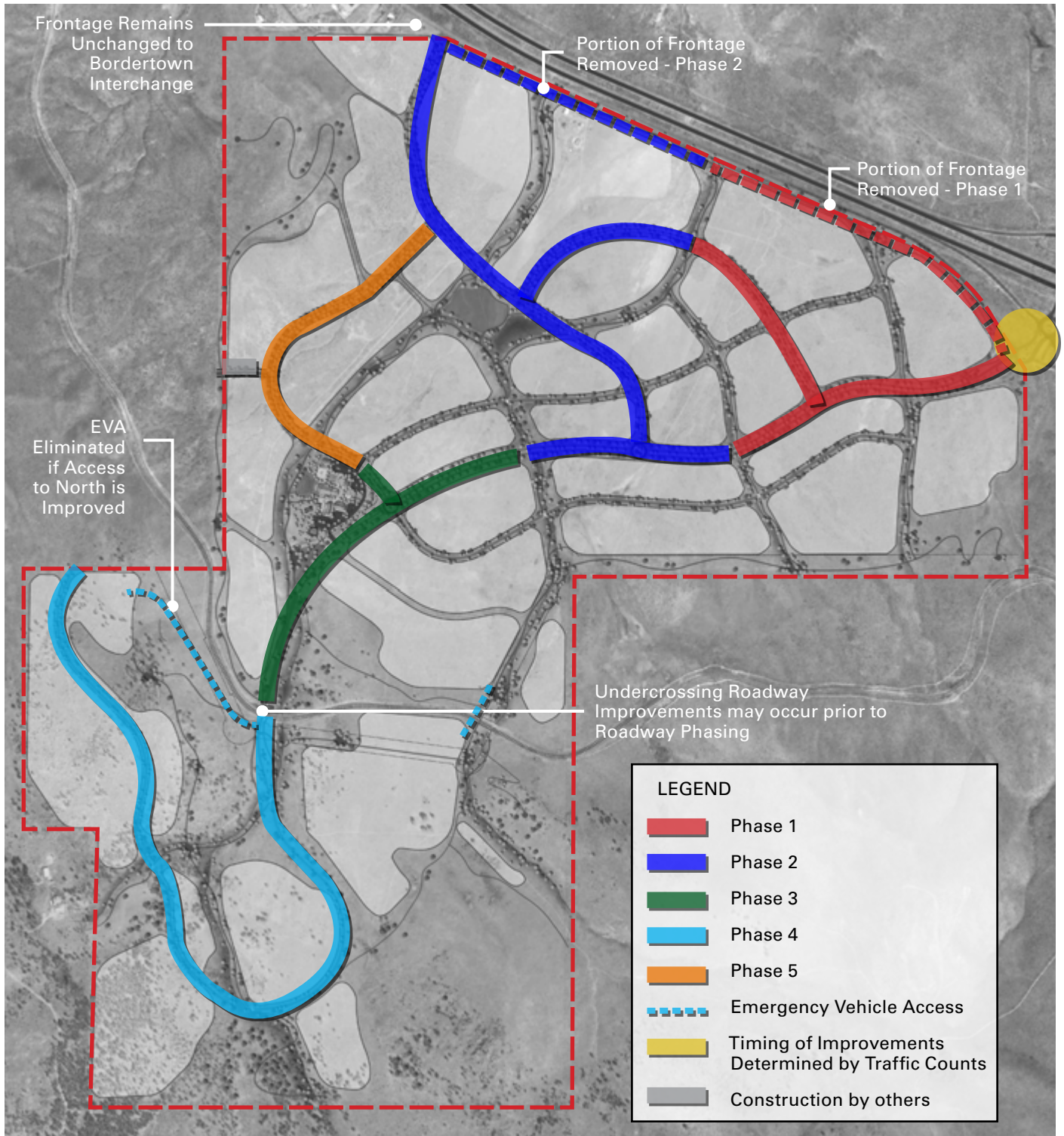


Figure 52: Conceptual Roadway Phasing

Notes: All other roadways not depicted or not shown are internal to planning area phasing.

CONCEPTUAL COMMUNITY AMENITY PHASING

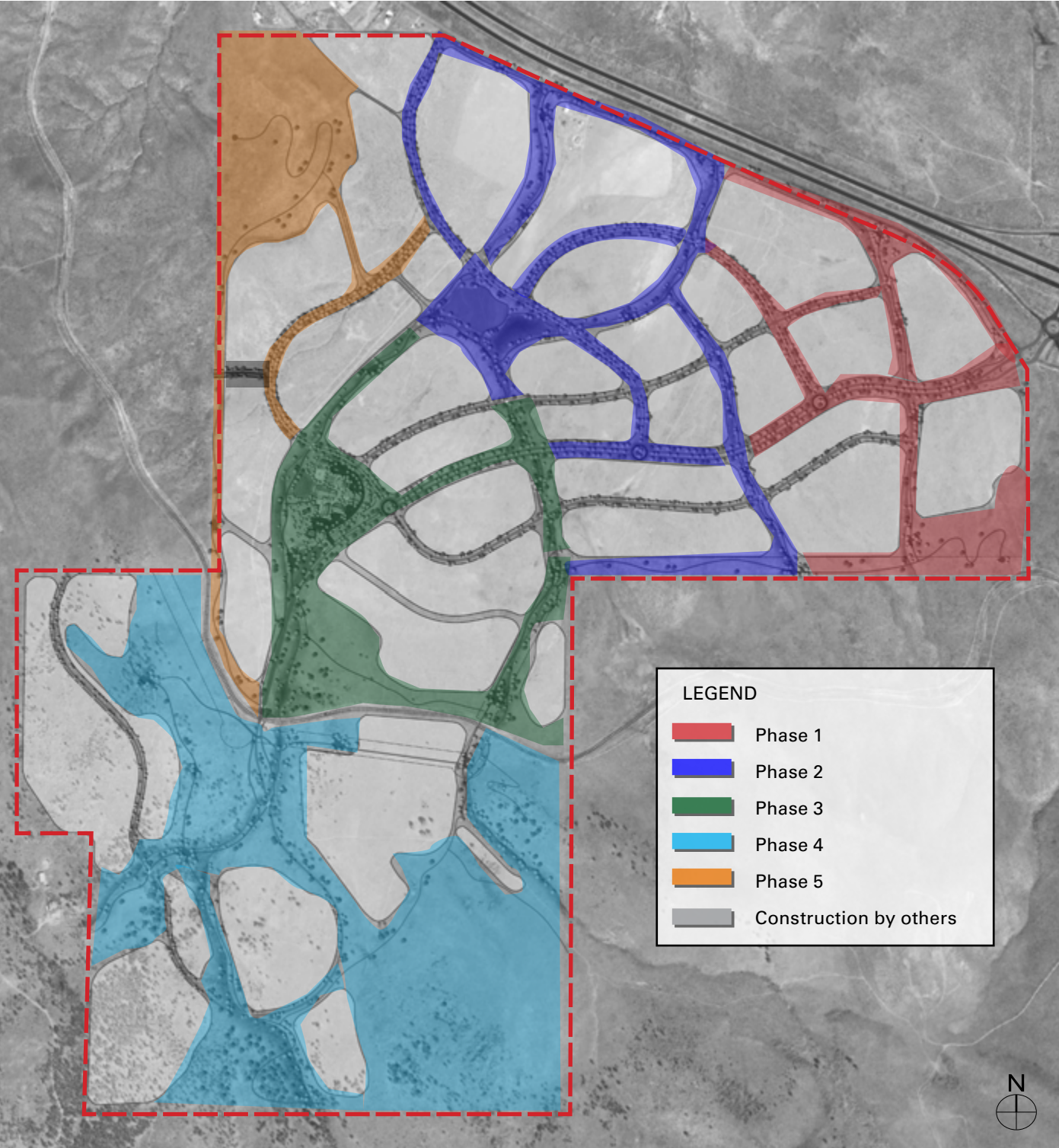


Figure 53: Conceptual Community Amenity Phasing

Notes: All community amenity improvements not shown are internal to planning area phasing.